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Banlet Co., The D. W., grain and millfeed.
Ronald, Thos., grain broker, export and domestic.

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Townsend-Ward Co., grain commission.*
Waters, Henry D., grain commission.
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Dole & Co., J. H., grain and seeds.*
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Gerstenberg & Co., grain, seeds.*
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Lynch & McKee Co., grain commission.

CHICAGO—Continued.

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Press & Co., W. G., grain, provisions, stocks, etc.
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Requa Brothers, grain commission.*
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Rosenbaum Bros., receivers, shippers.*
Rumsey & Company, grain commission.*
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Uppdike Commission Co., grain commission.*
Yantis & Co., S. W., grain commission.
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Loudon & Co., grain commission.
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El Reno Mill & Eltr. Co., grain buyers & shippers.

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Eust-Davis Grain Co., commission.*
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Schuff & Co., A. C., grain & hay.
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McIntyre-Frerich Co., grain commission.
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Turle & Co., grain commission.
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Wernli-Anderson Co., grain commission.
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Tyng, Hall & Co., grain commission.*

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Goffe & Carkner Co., grain commission.*
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Nanson Commission Co., grain commission.*
Pendleton Grain Co., receivers & shippers.*
Plecker & Beardsley Com. Co., grain & grass seed.*
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Clifton & Co., C. E., flour, grain and hay.

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Lloyd, C. E., shipper of kiln dried corn.

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Independent Grain Co., grain commission.
McCullough Grain Co., grain commission.*
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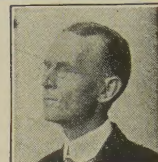
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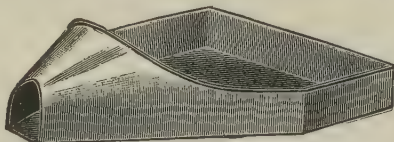
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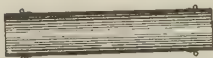
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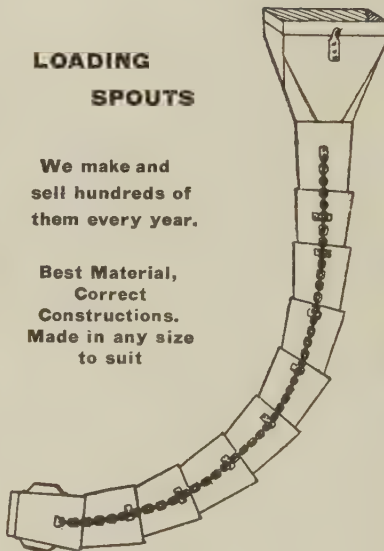
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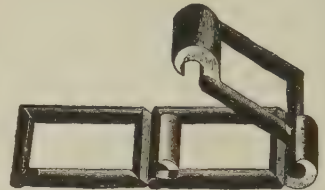
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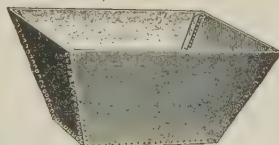
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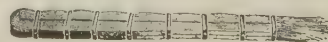
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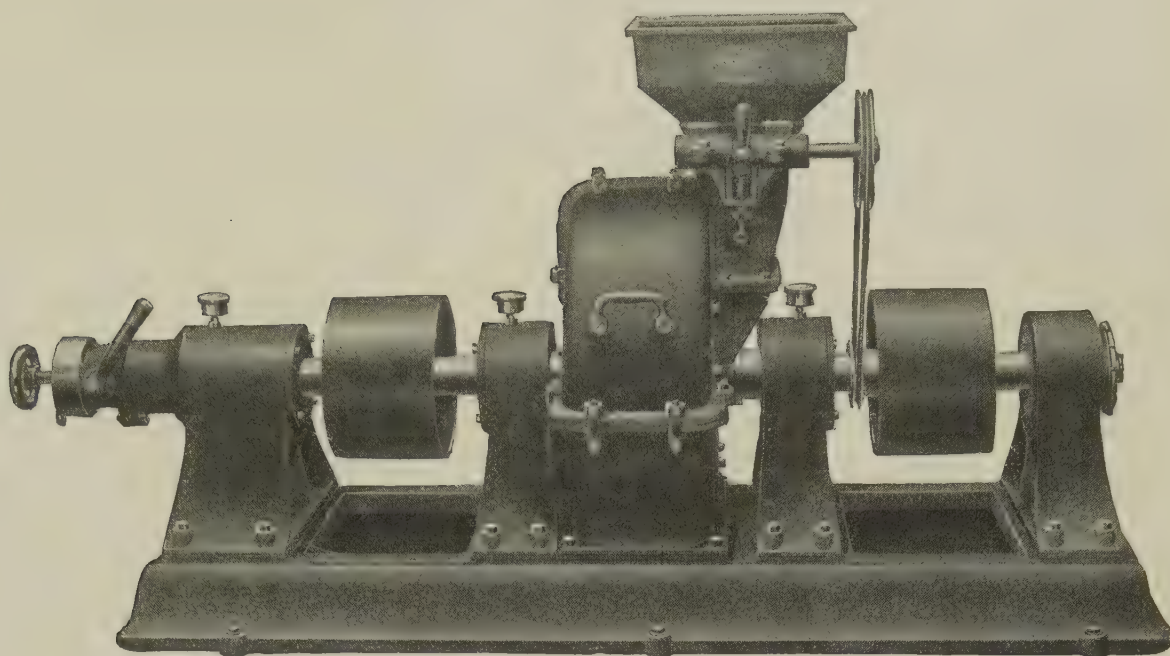
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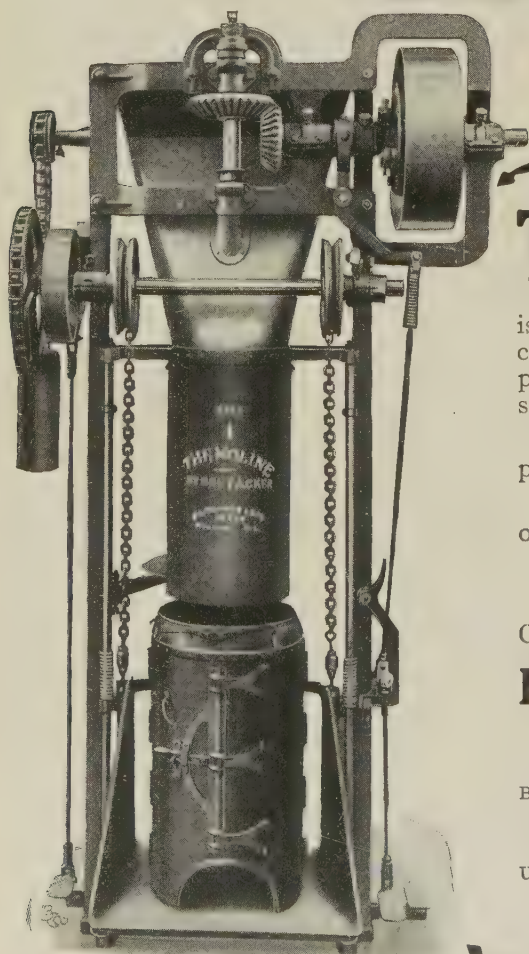
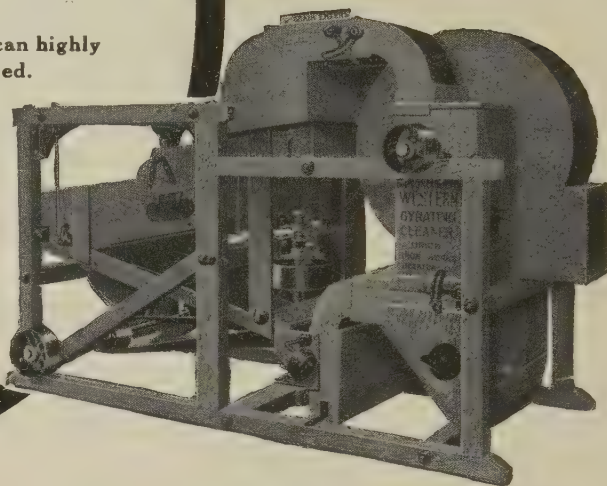
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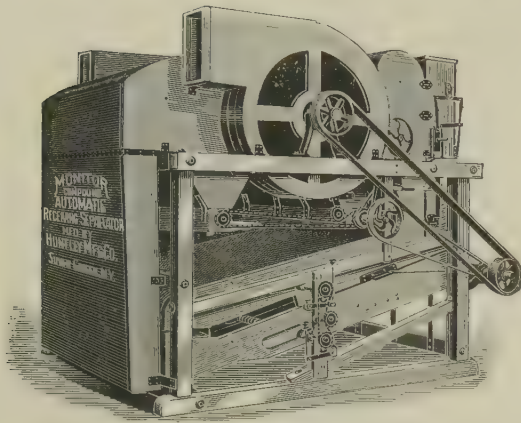
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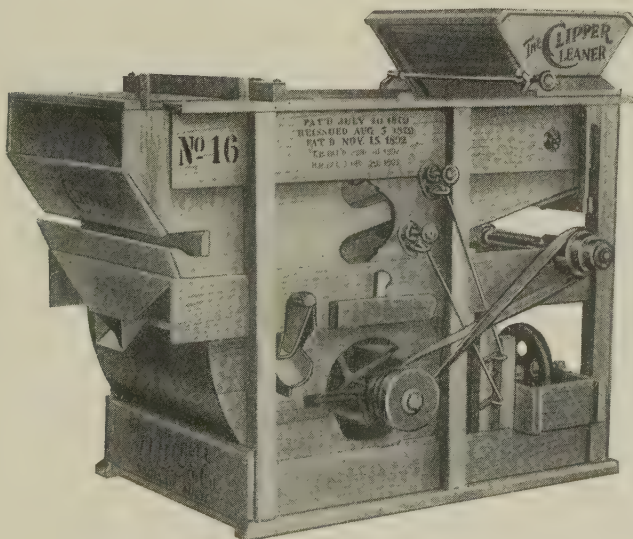
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Unknown to any grain cleaner manufactured are many of its best features—they are patent protected. Ten minutes spent with illustrated descriptive circular will convince you this is the best appointed cleaner of today.

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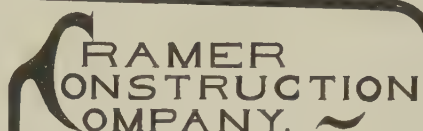
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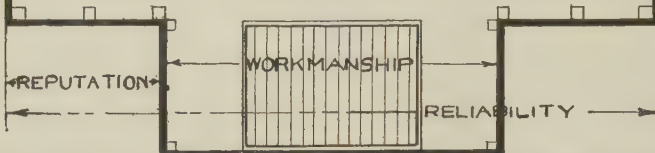
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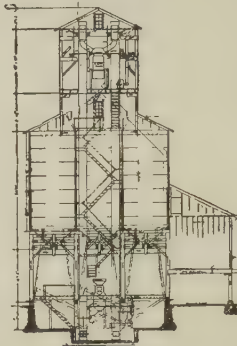
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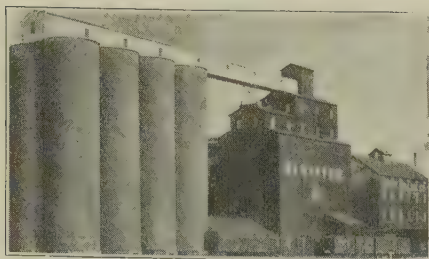
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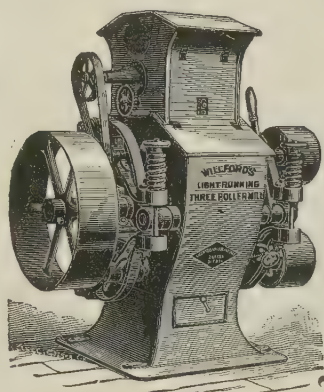
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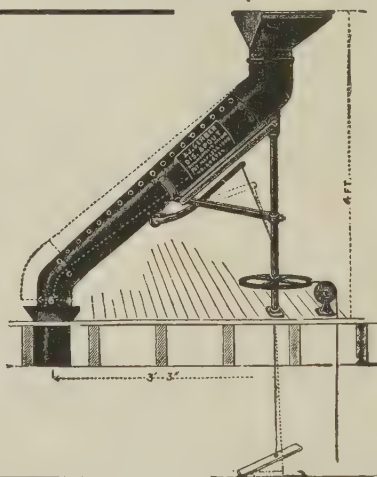
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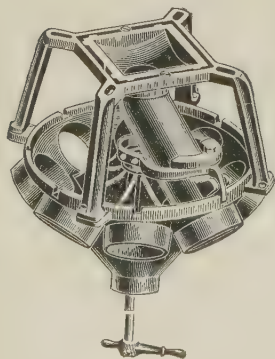
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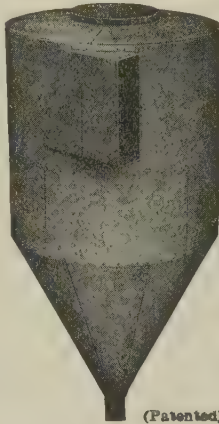
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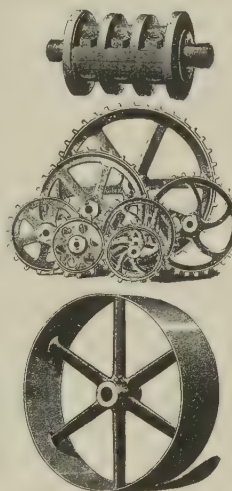
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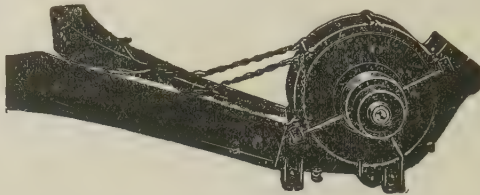
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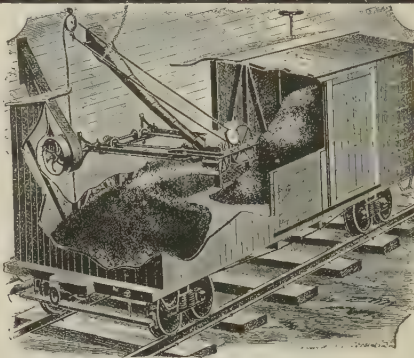
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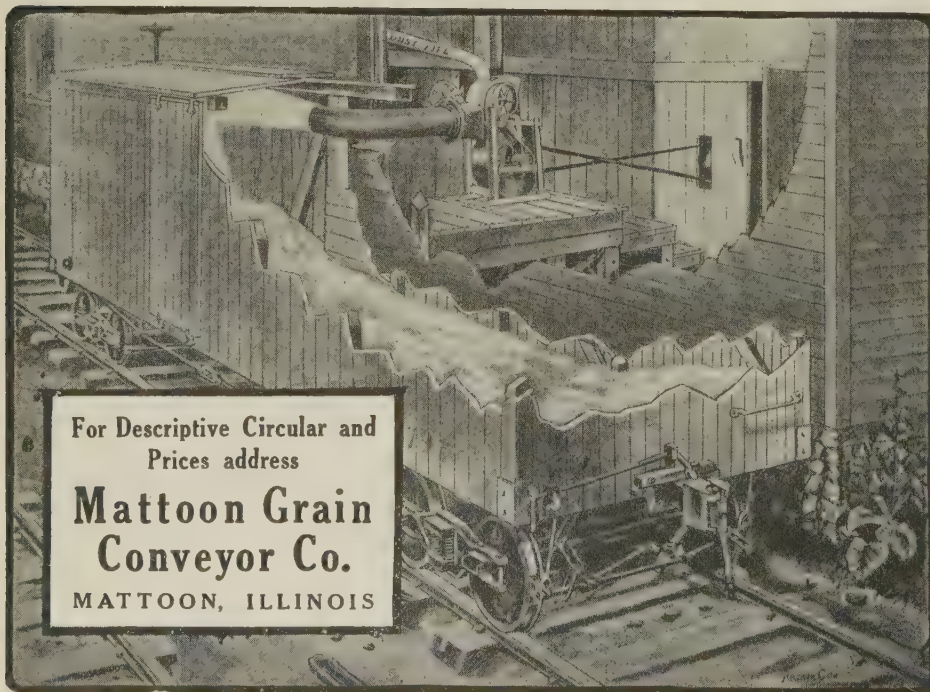
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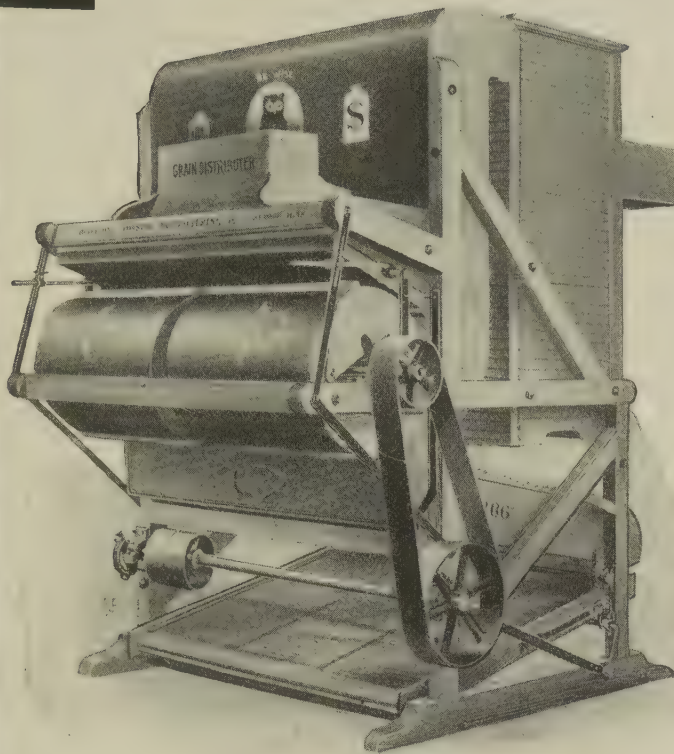
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We have gathered these facts first hand from some of the smallest and some of the largest grain handlers in the Country. They were valuable to us, they will be more so to you. They gave us the idea and clue to build a machine that would handle grain and seed so as to maintain gross weights and yet be able to make a thorough, rapid separation of any mixture that you may have.

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is the machine, and it is to your interest to learn what this machine will actually do for you. We will not send you mere claims, but facts and figures and statements from grain handlers' books and records showing that it is possible to market grain at gross weights and escape dockage; and that the New Process will produce these results for you.

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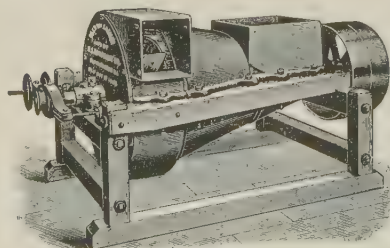
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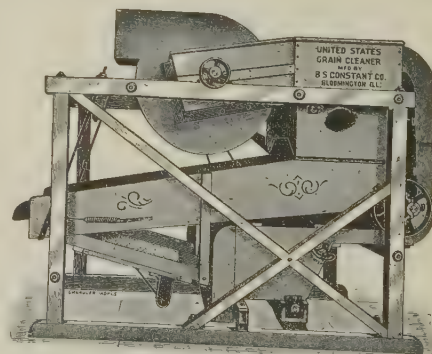
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one to take all the corn off cob,
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Results are Uniform.

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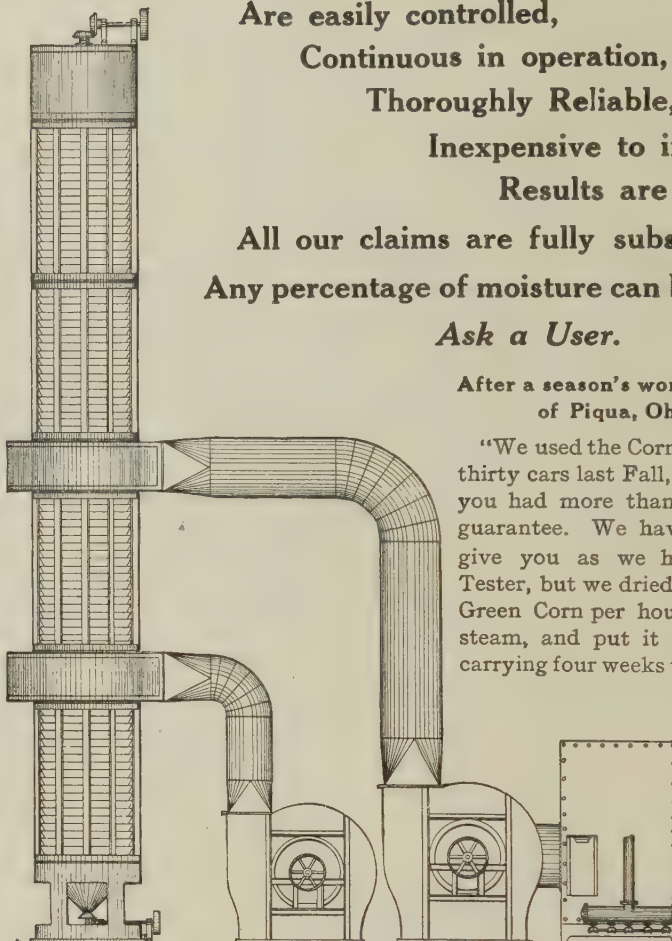
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that had ar-
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Grain Dealer's Journal,

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NEWMAN, ILL. 3/31/11.

Dear Sirs:-

You may remove the enclosed add from the columns of your Journal. Our plant here has been sold to Mr. S. K. Bankert, Plymouth, Indiana. The plant we sold through Mr. John A. Rice, Frankfurt, Ind., however we must express our astonishment "pulling qualities" of the Journal. We were litterly snowed under with good strong inquiries, and you know that the elevator market is exceedingly dull just now.

We have used the Journal "add columns" frequently within the last ten or twelve years, and always with decidedly satisfactory results. It is our experience a case of making the price right; insert an add in the Journal, and first thing we knew we were out of business.

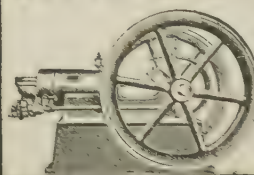
Yours truly,

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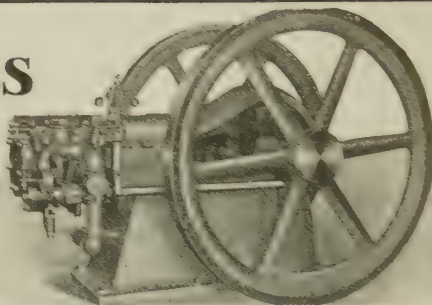


"NEW ERA"

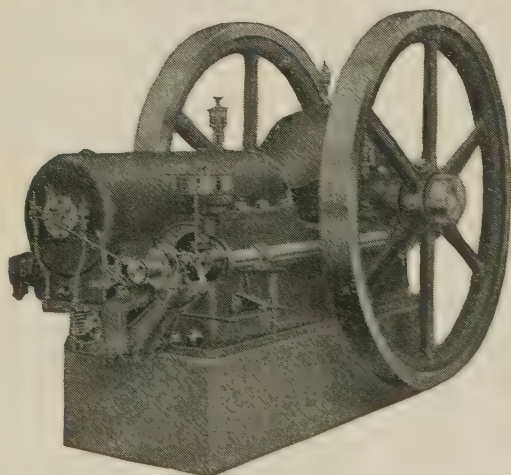
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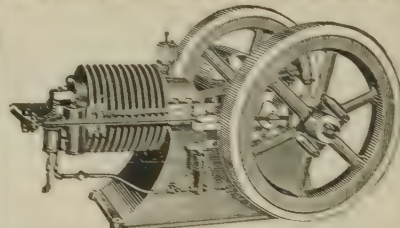
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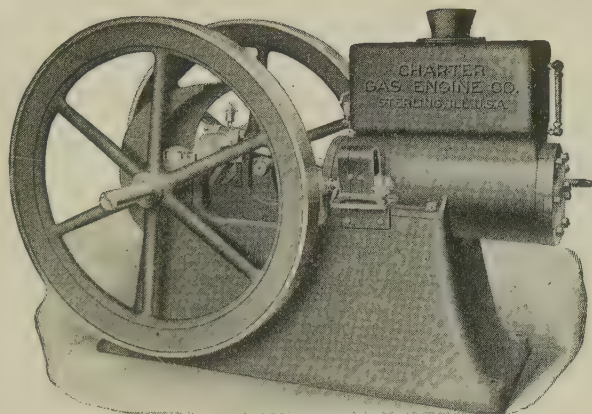
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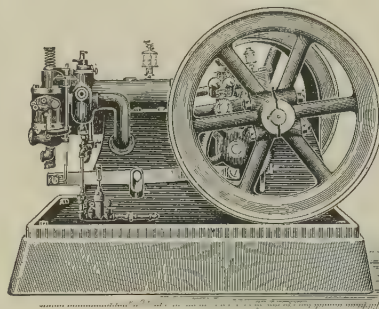
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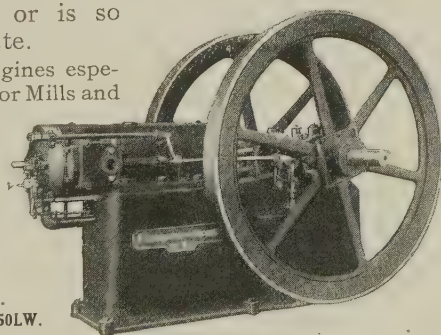
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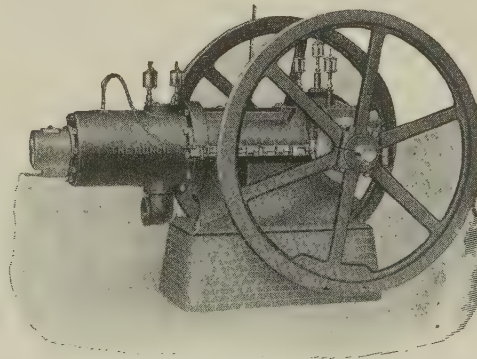
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50c Runs a 25 Horse
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It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

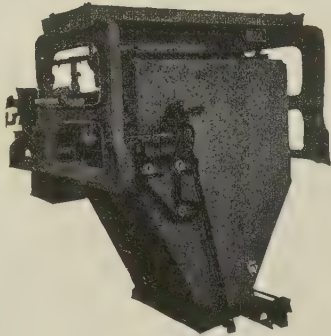
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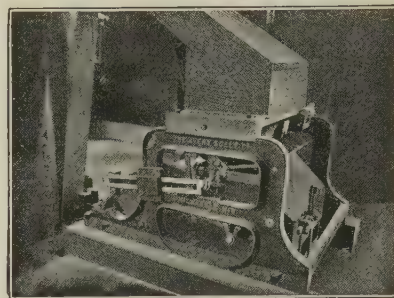
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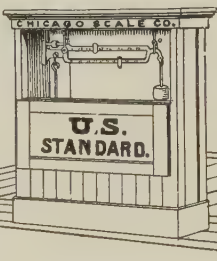
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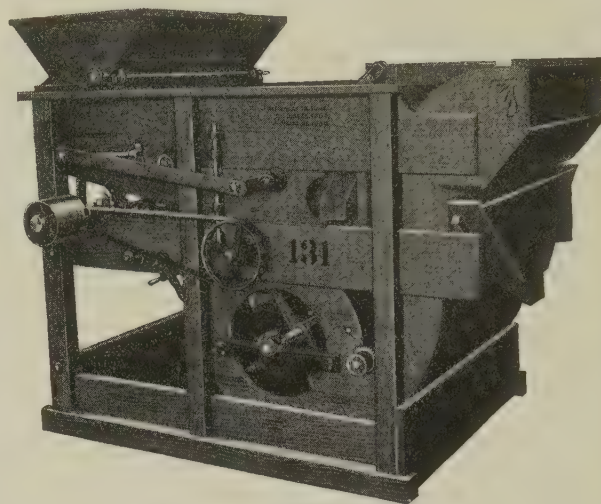
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"Minnesota Limited" . . .	Leaves Chicago	6:30 p. m.
	Arrives St. Paul	7:20 a. m.
	Arrives Minneapolis	8:05 a. m.
"Oriental Limited" . . .	Leaves Chicago	10:15 p. m.
	Arrives St. Paul	10:45 a. m.
	Arrives Minneapolis	11:40 a. m.
"Northern Pacific Express"	Leaves Chicago	9:15 a. m.
	Arrives St. Paul	10:15 p. m.
	Arrives Minneapolis	10:55 p. m.



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General Agent, Passenger Department

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Clark's Oat Values

are designed to show at a glance the value of any quantity of oats at any price per bushel of 32 lbs. from 10c to 79¢. The use of these tables may be puzzling at first, but a little study will enable anyone to use them with great saving of time and labor.

These tables reduce from pounds to bushels of 32 pounds, and also to dollars and cents on the same page. They are simple, compact and convenient. The pounds are expressed in red figures and the bushels and values are expressed in heavy black figures.

REDUCTIONS FROM POUNDS TO BUSHELS

The pounds are printed in red ink in the column headed "Pounds." The bushels are printed in black ink in the column headed "Bushels" on a horizontal line with the equivalent number of pounds.

It will be noticed that in the pounds column the two right hand digits of each number are in light-faced type, while all the remaining digits are in heavy-faced type. Under the one head, "Bushels" are two columns, the purpose being to condense the table and make it more convenient. The right-hand "Bushels" column contains the reductions from the entire red numbers in the pounds column; while the left-hand "Bushels" column contains the reductions from only the heavy-faced numbers in the pounds column. For example, 10000 pounds may be read in two ways, "ten thousand" pounds, or (by ignoring the two digits in light-faced type) "one hundred" pounds. In the reduction of 10,000 pounds of Oats to bushels, first find the number 10,000 in the pounds column; then by following the horizontal line to the right-hand "Bushels" column we find that 10,000 pounds equals 312 bushels, 16 pounds; and, on the same line in the left-hand bushels column, we find that 100 pounds equals 3 bushels, 4 pounds.

FOR EXAMPLE

To reduce 62,300 pounds of Oats to bushels:	
62,000 lbs. equals	1937 bu. 16 lb.
300 lbs. equals	9 bu. 12 lb.
62,300 lbs. equals	1946 bu. 28 lb.

REDUCTIONS TO DOLLARS AND CENTS

To find the value of any weight at a given price per bushel, turn to the page which has that price at the top of the column. The values are expressed in the columns headed by the price per bushel. Thus, to find the value of 10,000 pounds of Oats at 35c per bushel, we first find 10,000 in the column headed "Pounds," then follow the horizontal line across the page to the column headed "35c," where we find \$109.375, the value of 10,000 pounds. And, to find the value of 100 pounds, we merely point off two places to the left in the values column; thus, 100 pounds @ 35c per bushel is worth \$1.09. The value of any quantity at one-quarter, and at one-half cent per bushel is also given.

In some cases a simple addition will be necessary in order to find the value.

FOR EXAMPLE

The value of 4,200 pounds of Oats @ 32c per bushel:	
In the 4th line, we have 4,000 lbs. @ 32c-\$40.00	
In the 20th line, we have 200 lbs. @ 32c- 2.00	
4,200 lbs. @ 32c-\$42.00	

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show
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Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs. price, amount paid and remarks.

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FOR SALE—24 inch Monarch attrition mill in good condition with under running drive complete. Will sell cheap for quick sale. Address Cheap, Box 7, Grain Dealers Journal, Chicago, Ill.

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Address Cleveland Belting & Machinery Co., 160 Scranton Rd., Cleveland, Ohio.

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25 H. P. Fairbanks-Morse.

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MINNEAPOLIS, MINN. For sale, small terminal elevator. Nearly new, modern, up to date machinery, built for cleaning, mixing and transferring. For particulars address H. E. C., Box 6, Grain Dealers Journal, Chicago, Ill.

HUMESTON, IOWA. Elevator and coal business for sale. Sell 70 cars of soft coal, 6 cars of hard coal; handle grain, seed, hay. Anyone wishing to buy a good business of this kind inquire of A. Coppock, Humeston, Iowa.

KANSAS. For sale a new elevator of 10,000 bu. capacity, modern, in the best corn county in Kans. Only elevator at this point. 150,000 bu. annually. Price \$7,500. Address Modern, Box 4, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO. For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

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THAYER COUNTY, NEBR. Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

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SOUTHEAST NEBRASKA. For sale 8,000 bu. capacity gasoline power elevator. Good repair; in good corn and wheat country. Address Lee Eisman, R. R. No. 2, Auburn, Nebr.

ILLINOIS. For rent, line of nine or ten country elevators well located in Ill., tributary to Chicago market. Might divide them. Address Rent, Box 7, Grain Dealers Journal, Chicago, Ill.

IOWA. 15,000 bushel elevator in good grain territory for sale. Doing good business; no farmers competition; one competitor. This is a bargain. Address P. I. D., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

CENTRAL MINNESOTA, on Great Northern Ry., two modern, nearly new elevators for sale. Large adjacent territory and good competition. For particulars address Marion, Box 6, Grain Dealers Journal, Chicago, Ill.

LINE OF 22 COUNTRY ELEVATORS for sale, all located in good territory; 15 in Minnesota and 7 in North Dakota. Will sell as a line or single. Excellent proposition. Address Proposition, Box 5, Grain Dealers Journal, Chicago, Ill.

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WESTERN OHIO corn belt elevator for sale. Favorably located, doing a very profitable business in grain, hay, seed and coal. An excellent town of 1000, two trunk line railroads; plant is good as new and modern. A bargain for you if you will write today. Address Buckeye, Box 11, Grain Dealers Journal, Chicago, Ill.

INDIANA—For sale, 14,000 bu. grain elevator. Gasoline power, corn cribs attached, also hay and barn 60x80 ft. equipped for handling loose and baled hay. Located at New Haven, Ind. Place in first class condition and doing a nice business. Will sell to a reliable party on a basis of \$1,000 cash, balance \$50 per month. This place can be made to pay for itself and a handsome profit beside. Address The Raymond P. Lipe Co., Toledo, Ohio.

TEXAS. For sale, a good cribbed grain elevator building, 40,000 bus. capacity; has 14 bins; top and sides covered with galvanized iron; elevator equipped with three pair high roll meal mill, chop mill, corn cleaner, bolter, 20 h.p. gasoline engine, Fairbanks hopper scales; one grain warehouse 40 ft. by 80 ft.; one grain warehouse 20 feet by 40 feet; good corn sheller house and shuck baler; equipped with new Joilette corn sheller, chop mill, electric motor for operating wagon dump; 75 h.p. steam engine and boiler. Located on H&TC and MK&T Railroads, in the heart of the best grain country in Texas. If interested, figure with us. McKinney Elevator Co., McKinney, Texas.

ELEVATORS FOR SALE.

NORTHEASTERN ILLINOIS—For sale, \$6,500 or rent \$75 per mo., 30 M. cribbed first class elevator. Receipts about 200,000. No competition. Address M. E. Y., Box 7, Grain Dealers Journal, Chicago.

ELEVATOR, COAL BINS and hay shed with a good feed and flour trade for sale at a bargain. Box 363, Upland, Ind.

FOR SALE OR EXCHANGE—Practically new, only elevator and corn meal mill in city of 8,000. Heart of corn belt. 3 R. R.'s. W. J. Gunby, Chillicothe, Mo.

MINNESOTA. Elevator for sale in the live town of Fairmont; 3,500 inhabitants; good farming district. Fairmont Elevator Co., Fairmont, Minn.

NORTHWESTERN IOWA. For sale 20,000 bu. cribbed elevator doing splendid business. Reason for selling owner has other business that requires his attention. Address Box 67, Carter, S. D.

LOGAN COUNTY, N. D. 35,000 bu. capacity elevator for sale in Logan County, N. D., everything in first class condition, good reason for selling. Address J. H. M., Box 7, Grain Dealers Journal, Chicago, Ill.

40,000 BU. ELEVATOR in 600,000 bu. station for sale. Elegant town and competition; price \$10,000, half down, balance to suit purchaser. Address Purchaser, Box 7, Grain Dealers Journal, Chicago, Ill.

KANSAS.—Here is a splendid proposition. Transfer elevator, warehouse and separate corn meal mill plant at best rate point for southern shipments, in Kans. Chop mill, kiln drier; big established trade in mixed cars; elevation paid by railway; sold 107 cars red oats this season; making money every day; natural gas fuel; price \$15,000. Don't write unless you mean business. Address Business, Box 6, Grain Dealers Journal, Chicago, Ill.

CENTRAL IOWA. For sale line of five elevators, also cribs, scales and warehouses at seven other stations located between elevators. No competition. Elevators will handle over 100,000 bus. a year each; warehouse stations from 25,000 to 50,000 bus. 75% of corn handled is shipped to feeders yearly. Will net 25% on money. Will sell two-thirds of the business or all; good reasons for selling; terms cash. Address L. O. R. Box 4, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN OHIO. Elevator for sale in rich grain country. In county seat town with two steam roads and two traction lines, two national banks, seven churches, the best of graded schools, water works, gas and electric light plants. Capacity 20,000 bu. including cribs which are all hopped to drag, eight controllable dumps for corn, wheat and oats. 30 h.p. Chandler & Taylor engine, Marseilles new process corn sheller, capacity 600 bu. per hour, Cornwall corn cleaner, Invincible wheat and oats cleaner, clipper seed cleaner, Ideal car loader. A comparatively new iron roofed and iron sided up to date house with dust and fuel rooms, stant pipe to cupola with hose connection on 3 floors, and one man lift to cupola. No other regular elevator in the place. Reason for selling, have made enough to retire. Address Owner, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

BUYER OR SELLER.

R. W. Jeter, the elevator salesman, can furnish you with either one. If you wish to buy an up to date plant or if you have one to sell, write me and I can prove to you that I handle the best, and it is thru this reputation that I solicit your continued patronage. Write at once. R. W. Jeter, Ashton, Ill.

ELEVATORS WANTED.

WANTED ELEVATOR OR MILL in exchange for good improved farm. Address Farm, Box 5, Grain Dealers Journal, Chicago, Ill.

WANT TO TRADE 1,290 acres wild prairie land in Nebraska for elevators on Rys. and in good order. Address Box 237, Edgeley, N. D.

FOR TRADE—Good $\frac{1}{4}$ sec. improved Iowa land or $\frac{1}{2}$ sec. wild S. D. land for grain elevator. Iowa or southern Minn. preferred. Address I. J. C., Box 4, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATOR that will ship 150 to 200 cars corn and oats per year. Located on Penna. R. R. in Western Ohio or Ind. House must be in good condition and price right. Address Condition, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED IN EXCHANGE for \$3,000 equity in half section N. D. land; partly broke, all tillable. Have some cash, if necessary, but unless you have an AI proposition, don't answer. Price must be right. Address Exchan, e, Box 2, Grain Dealers Journal, Chicago.

WANT TO TRADE EQUITY IN FARM for elevator property. Have 200 acres broken, 10 acres fenced in hog pasture, 30 acres in cattle pasture. House 26x30, barn 57x72, granary 16x32. Farm netted me 7 per cent dividends last year. My equity is \$8,000; mortgages, \$10,000. Address Equity, Box 6, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

IOWA. For sale, first-class grain, coal and implement business. Cash only. Address C. C. L., Box 11, Grain Dealers Journal, Chicago, Ill.

FEED STORE AND WAREHOUSE for sale located about 35 miles from Cleveland, Ohio. Ships 400 cars hay per year. Good dairy section 10 miles from competition; good schools; very cheap; not much money required; enquire particulars. Address Feed, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED GRAIN OR OFFICE MAN with \$20,000 to \$30,000 with services, in a live mill and elevator that need capital to build new elevators on two new lines of Ry. that are building this year; want to be ready for this year's crop. Address E. E. L., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Four and one half miles from Albert Lea, Freeborn County, Minn., 320 acres best improved farm in the county. If taken at once, price \$85 per acre. Perfect title. Best of reasons for this great sacrifice. Improvements alone cost \$20,000. One-half cash, balance on long time to suit. Address F. W. Bowman, 921 Hennepin Ave., Minneapolis, Minn.

TEXAS. For sale, best piece of switch property in Dallas, Texas, centrally located on Hickory and Pearl streets, and H&TC Railroad, with street car line paralleling the north side 212 feet. The property is 202 feet by 212 feet with 500 feet of private spur track already in. Good grain warehouse 60 feet by 100 feet, with brick foundation; good hay warehouse 40 feet by 80 feet; good office building 16 feet by 20 feet; good drive way shed 20 feet by 60 feet, over good Fairbanks wagon scales; all buildings are galvanized iron with gravel roof; new and in first class condition. The property is fenced with 7 foot iron fence. There is plenty room for large grain elevator and other buildings. If interested, figure with us. Hill & Webb, McKinney, Texas.

MILLS FOR SALE.

40 BBL. FLOUR MILL for sale. Cost \$2,000 to build and never has ground a bushel of wheat. Will take \$600 cash for it. Address 1010 West 8th St., Oklahoma City, Okla.

MONT FANNIE FLOUR MILL for sale. Capacity 70 bbls.; bungalow, barn and warehouses and 30 acres of land; equipped with water power and electricity; only \$20,000 on terms; a fine place to live; in a fruit and grain section. Write or call on C. M. & G. G. Stackland, Cove, Oregon.

FOR SALE—Fine Grist Mill; four-story brick mill, very prettily located near town and trolley; 23-acre pond and land; fine 8-room dwelling; another 7-room dwelling, all in first-class condition; for any information address, Harry Christine, Washington, N. J.

NEBRASKA. The 75 bbl. grist mill at Ashland, Nebr., can be bought at a reasonable price; mill now running, has modern machinery and in first class shape, but other power will have to be provided as the Ashland drainage district has condemned the water right and will remove dam. N. Z. Snell, Lincoln, Nebr.

EASTERN OREGON. For sale an up-to-date feed mill with warehouse in connection, situated on the railroad track; a store building now rented by a general store; a good residence property; business paying well. 180 cars shipped this last season; reason for selling, failing eyesight. For further particulars write Powder Valley Produce Co., North Powder, Ore.

FOR SALE—150 Nordyke & Marmon sifter mill, situated in one of the best wheat growing sections of Eastern Oregon. Good water power. On main line of O. W. R. & N. Ry. Machinery equipment consists of six double roller mills, two sifters, purifiers, reels, grain cleaning machinery, feed mill, etc. Mill recently remodeled. Reason for selling is that the owner lives East and has no time to give the mill his attention. Address Umatilla Ranch Company, North Portland, Oregon.

SITUATIONS WANTED.

WANTED — POSITION IN ELEVATOR. Experienced, references. Address George, Box 3, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, Hallsville, Ill.

WANTED POSITION AS MANAGER of country elevator, can give references; 5 yrs. experience. Address H. E. Combs, Mill Creek, Ill.

MANAGER OF COUNTRY ELEVATOR wants position, have been 8 yrs. where now employed; references. Address R. O. Y., Box 7, Grain Dealers Journal, Chicago.

WANTED POSITION by young man as manager of elevator. Good accountant, understand gasoline engines. Not afraid of work. Best reference. Address Accountant, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED in grain elevator by young man 34 yrs. old; married; 5 yrs. experience; wages no object, after experience; would take \$100. Slack in farmers elevator. Address P. O. Box 74, Burchard, Nebr.

POSITION WANTED as grain buyer with reliable firm where there is good chance for promotion; 3 yrs. experience, married, and can give good references. Address Reliable, Box 7, Grain Dealers Journal, Chicago, Ill.

MIDDLE AGED MAN, good habits, 12 yrs. experience buying for line elevators with feed and coal department, desires a change by July 1. Can give references. Address Change, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

SITUATION WANTED AS MANAGER of elevator company. Speak German and English. 7 yrs. experience; best reference. Honest. Address F. K., Box 357, El Paso, Ill.

WANTED SITUATION AS MANAGER of grain elevator or grain business by one who has had 25 years experience in this line. Address Manager, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by an elevator superintendent with several yrs. experience; competent of taking full charge; first class reference. Address Competent, Box 7, Grain Dealers Journal, Chicago.

WANTED POSITION AS MANAGER of a country elevator. Two years experience, now employed, good references. Address Reference, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED, POSITION AS MANAGER of farmers' elevator or line house. Have had 3 yrs. experience; will furnish best of reference. Address N. C., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED AS MANAGER of elevator and grain and seed business by young married man. Understand book-keeping; at present elevator manager; best of references; state salary and chances of promotion. Address V. M. F., Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION AS SUPT. of large terminal elevator or feed mill or feed mixing plant; 15 yrs. in grain and feed business as operator and supt. Do own repair work and mill weighing; 38 yrs. old; married; best of references; will take position any place if wages are right. Address Supt., Box 7, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN, 25, married, will consider position of trust. Selling and executive ability; good accountant and capable of taking charge. At present employed as manager of Farmers elevator. References and detailed statement of experience on request. Address Trust, Box 7, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

AN EXPERIENCED MAN who has been with one firm for 15 years as manager of a large line of country elevators would like to get a similar position or as a traveling solicitor for an up-to-date firm. Can furnish many good references. Address Money-maker, Box 7, Grain Dealers Journal, Chicago.

WANTED—POSITION AS BUYER of manager with some first class grain company where there is a chance for promotion. Have had 10 yrs. experience as buyer and am good judge of all kinds of grain; also have thorough knowledge of bookkeeping. Can furnish best of references as to ability and character; employed at present but wish a change by May 1. Not particular as to location. Address E. H. A., Box 6, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER with \$2,000 wanted in established grain brokerage business. Address Partner, Box 4, Grain Dealers Journal, Chicago, Ill.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED PARTNER with \$2,500 to join lease to operate established flour mill in wheat country; am miller; exceptional opportunity. Principals address Miller, Box 7, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED—Married man with family for grain and implement business. Address H. F. Wilke, Wilke, Iowa.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

FOREMAN. Live, energetic, pushing young man with elevator and feed mill experience for foreman of forty bu. house and feed mixing plant. Must be able to run 50 h.p. gas engine and get work done. Address Energetic, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—To communicate with a competent bookkeeper or auditor who is familiar with the latest and best system of keeping accounts for a country elevator. I want to get in communication with someone who can give me practical suggestions on simplifying our system of accounts. We want a system which will take care of everything and at the same time enable us to determine each month where we stand. Address P. L., Box 7, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

GOOD FAIRBANKS R. R. SCALE for sale. Capacity 120,000 lbs. This scale is in good condition and the price is right. Edinburg Farmers Grain Co., Edinburg, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

REFITTED HOPPER SCALE of 150 bu. capacity complete for sale cheap, Fairbanks make. Inquire Milwaukee Scale Co., 134 Sycamore St., Milwaukee, Wis.

GRAIN FOR SALE.

CHICKEN FEED WHEAT in carload lots for sale. Sample sent upon request. The Richter Grain Co., 606 Andrews Bldg., Cincinnati, Ohio.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

WE WISH TO GET PRICES on pigeon feeds of various kinds in car load lots delivered at Newark, N. J. Lehigh Valley R. R. delivery. Newark Grain & Hay Co., Newark, N. J.

GRAIN WANTED. Always in the market for off grade and salvage grain, also barley and barley screenings, pea screenings, kaffir corn, barley screenings, buckwheat and rye. Send samples. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

MAHOGANY CORN. Can use any part of 40,000 bushels if price is right. Send large sample and lowest price, f. o. b. your station.

LIGHT WEIGHT WHITE OATS. Want few cars sound stock, weighing twenty-eight pounds and under. Send large sample; quote lowest price, f. o. b. your track.

SMUTTY WINTER WHEAT. We have an outlet for an unlimited amount of smutty winter wheat. Mail quart sample.

UNSOUND GRAIN. Any kind or quantity. In quoting, send large samples and lowest price, f. o. b. your station. The Richter Grain Co., Off Grade Specialists, 606 Andrews Bldg., Cincinnati, Ohio.

MEAL FOR SALE.

OWL BRAND COTTON SEED MEAL for sale. 41-43 per cent protein guaranteed. Standard for 35 years. Write for our booklet, "Science of Feeding." F. W. Brode & Co., Dept. C, Memphis, Tenn.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

PROPOSALS FOR FORAGE AND STRAW: Chief Quartermaster's Office, Atlanta, Ga., April 1, 1911. Sealed proposals in triplicate will be received until 11:00 a. m., May 1, 1911, for furnishing corn, oats, bran, hay and straw, during the period from July 1, 1911, to September 30, 1911, at Atlanta, Ga., Forts Barrancas, Dade and Key West Barracks, Fla., Fort Caswell, N. C., Fort Moultrie, S. C., Forts McPherson, Oglethorpe, and Screven, Ga., Fort Morgan, Ala., and Jackson Barracks, La. Information will be furnished on application here, or to quartermasters at stations named. R. L. Carmichael, Captain, Coast Artillery Corps, U. S. Army, Acting Chief Quartermaster.

PROPOSALS FOR WOOD, FORAGE, STRAW, mineral oil and gasoline: Chief Quartermaster's Office, Atlanta, Ga., April 1, 1911. Sealed proposals in triplicate will be received here until 11:00 a. m., May 1, 1911, for furnishing wood, corn, oats, bran, hay, straw, mineral oil and gasoline, during the fiscal year commencing July 1, 1911, at Atlanta, Ga., Forts Barrancas, Pickens, McRee, Dade and Key West Barracks, Fla., Fort Caswell, N. C., Fort Moultrie, S. C., Forts McPherson, Oglethorpe and Screven, Ga., Fort Morgan, Ala., Jackson Barracks and Forts St. Philip and Jackson, La.; information furnished on application here or to quartermasters at stations named. R. L. Carmichael, Captain, Coast Artillery Corps, U. S. Army, Acting Chief Quartermaster.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

COW PEAS. Write us for prices on Whippoorwills in car lots or less. We can save you money. Pittman & Harrison Co., Sherman, Tex.

FOR SALE GERMAN MILLET our specialty and we now have a good supply of new crop seed for the market, correspondence solicited. D. H. Clark, Galt, Mo.

SEEDS FOR SALE.

SEED CORN. Johnson Co. white, Johnson Co. yellow and Reid's yellow dent. Germination guaranteed. B. F. Cole, Trafalgar, Ind.

SEEDS FOR SALE. Clover, timothy, millet, Hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

SEEDS FOR SALE.

FOR SALE—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

YOU CAN EASILY find a buyer for your pure seeds and grain by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

MINNEAPOLIS SEED CO.
Minneapolis, Minn.

SEEDS

Comply with all State Laws

STOCK
PEAS

Whippoorwill, Clay,
Black and Mixed
Recleaned Stock
Better than Clover
for turning under

Tenn. Early Burt Oats
Mam. Yellow Soy Beans

Ask for samples and prices. Come to headquarters for the best SEEDS of every description

OTTO SCHWILL & CO.
SEEDSMEN

Established 1869 MEMPHIS, TENN.

O-A-T-S

Originators of the Famous Gartons Regenerated Swedish Select. Largest Seed Grain Specialists in the World.
White and Black Oats, Wheat, Barley.
Three points to all our Grain.

PURITY—QUALITY—BREEDING

Garton-Cooper Seed Co., 3515 Morgan St., Chicago

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed
by

J. E. FARRINGTON SEED HOUSE
Chickasha, Oklahoma

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SEED OATS FOR SALE. Swedish select oats, a hardy variety introduced into the country by the department of agriculture. Write for prices. The Henry Philipps Seed & Implement Co., Toledo, Ohio.

SEED CORN PURE BRED grown by us on our own land right in the heart of the corn belt. All corn of choice quality, Reid's yellow dent, improved leaming, Johnson County white dent, improved silvermine, pride of the north and bloody butcher. Can furnish in large or small lots. Write for the free corn book giving full particulars, prices, etc. McGreer Bros., Coburg, Iowa.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments solicited. Send us your samples. "Ask for samples of Medium Clover Seed."
TOLEDO, OHIO

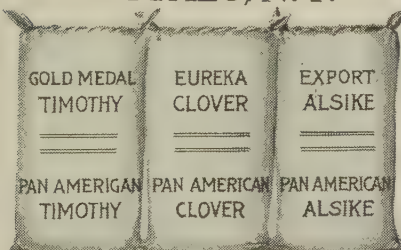
CLOVERS **CLIMAX SUPERFINE BRAND.** GRASSES

W. H. Small and Company

SEEDSMEN
Also RECEIVERS and SHIPPERS OF GRAIN and HAY
EVANSVILLE, INDIANA

CLOVERS  GRASSES

Whitney-Eckstein Seed Co. BUFFALO, N. Y.



Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

SEEDS FOR SALE.

SEED BARLEY. Write us for samples and price of the best seed barley in the country. Raised on the bluffs of the upper Mississippi. Also clover and alsike. R. E. Jones Co., Wabasha, Minn.

WE HAVE a consignment of turkestan, dodderfree alfalfa, crimson clover stored in New York; new crop European alfalfa, red clover, white clover, timothy, Engl. ryegrass, Bromus Inermis. Apply to our representative, I. L. Radwaner, 229 Broadway, N. Y. City, R. Liefmann Sons, successor, Hamburg, Germany.



ALFALFA, TIMOTHY, CLOVER, ALSIKE, MILLET, HUNGARIAN, SEED & FODDER CORN, ETC.

ROSENBERG & LIEBERMAN
WHOLESALE SEEDSMEN
ESTABLISHED 1860
MILWAUKEE, WIS.
Est. 1860

SEEDS WANTED.

TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply samples and quotations. The M. G. Madson Seed Co., Manitowoc, Wis.

SEEDS WANTED. Clover, timothy, millet, Hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

BEARDLESS SEED BARLEY WANTED
If any to offer please send sample quoting best price and stating the quantity you have to offer. S. M. Isbell & Co., Jackson, Mich.

TIMOTHY, ALFALFA, CLOVER, alsike, seed corn, buckwheat, speltz, hullness and beardless barley, spring rye, black eye marrowfat peas, common German and Hungarian millet seed. Send samples and quote prices. S. M. Isbell & Co., Jackson, Mich.

Timothy—Clovers—Millets—Alfalfa

Carlots or less—Write for prices.

SEED G. S. MANN BROKER
512 Postal Telegraph Bldg., CHICAGO, ILL.

Seed Corn

We are exclusive agents for H. J. Goddard's "Silver King" White Dent, grown, selected and tested by Mr. Goddard, who originated this wonderful variety. Endorsed by state authorities everywhere. Try our hardy northern grown Seed Corn, Clovers, Timothy, Alsike, Mixed Alsike and Timothy, Bluegrass, Rape Seed, Garden Seeds (3c per packet), etc.
THE ADAMS SEED COMPANY

Box 9, DECORAH, IOWA

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed

Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

J. G. PEPPARD

BUYS AND SELLS
MILLET, CANE, KAFFIR, POPCORN, SEED CORN, ALFALFA, TIMOTHY, CLOVER, AND ALL KINDS OF **FIELD AND GRASS SEEDS**

1101 to 1117 West 8th, Near Santa Fe St., KANSAS CITY, MO.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

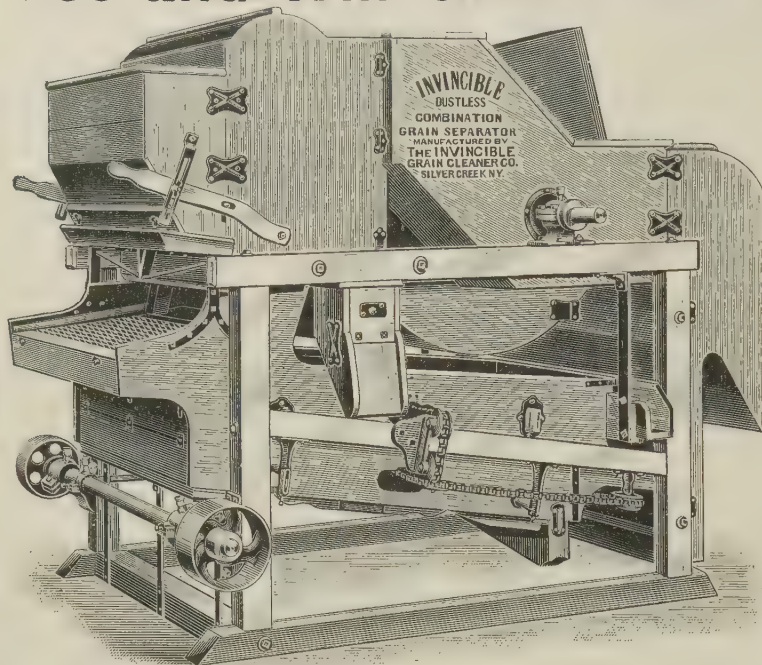
Capacity of Elevator Post Office.....

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Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

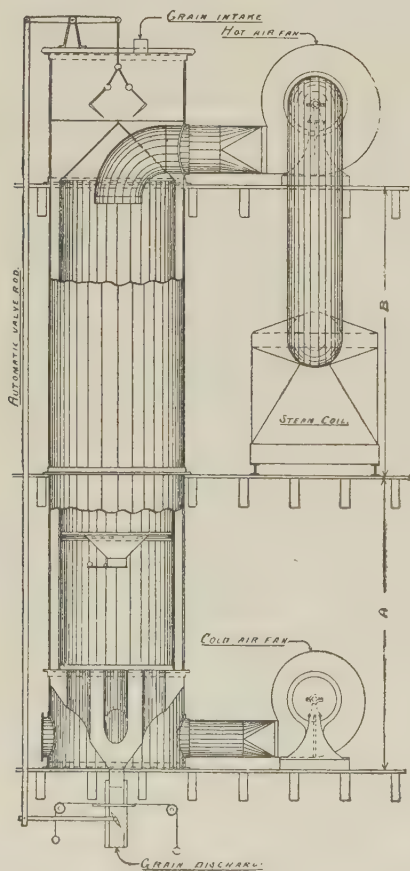
Fully equipped with self-oiling bearings and pitmans of the latest type.

Invincible Grain Cleaner Co., Silver Creek, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

REPRESENTED
BY

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Lou's, Mo.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.



McDaniel Grain Dryer

Will remove any percentage of moisture desired from grain, putting it in perfect condition for shipping or storage. ☐ Drying process, automatic and continuous, can be used as conditioner with cold air only. ☐ Built for any capacity desired. ☐ Absolute satisfaction guaranteed.

Richmond Mfg. Co.

Established 1863.

Lockport, N. Y.

J. H. PANK, Northwestern Representative, 916 Flour Exchange Bldg., Minneapolis, Minn.

GRAIN DEALERS' JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS' JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., APRIL 10, 1911.

MORE MEN fail from doing too much business than not enuf. It is always more profitable to let the other fellow have a share of the business.

DAMP CORN which contains even a small quantity of dirt is more likely to heat, and can be depended upon to make more trouble than the cost of its cleaning.

THE FIRST cost of an elevator is not the only cost to be considered. The cost of operation and maintenance are perpetual and worthy of more consideration than the cost of installation. Arrangement, convenience and adaptability to the needs of the business it is designed to handle are of prime consideration. Too many dealers unfamiliar with the advantages to be obtained through arrangement, have let contracts for an elevator of a given capacity with the natural result that they were disgusted when the house was completed. If the grain dealers become better posted regarding the superiority of the modern elevator, they will be more exacting in the matter of equipment of their new houses. The dealer who studies carefully the fire insurance schedules of mutuals making a specialty of insuring grain elevators, will often be able to minimize their fire hazards and effect a material saving in insurance, both on building and contents.

IF CORN shippers do not soon reduce the percentage of water they place in cars with corn for interstate shipment your Uncle Tama Jim of the Agricultural Dept. may be expected to condemn and confiscate the grain as a flagrant violation of the Pure Food and Drug Act. It behooves the interstate shippers to produce corn nearer to the Agri. Dept. ideals or refrain from shipping across the state lines.

THE ENCOURAGEMENT given grain elevator owners by the insurance companies to install man-lifts, is without doubt one of the best moves ever made to reduce a fire hazard. No grain dealer now thinks of erecting a new elevator without this great convenience. Inspection of many plants discloses the fact that cupolas are kept in cleaner condition and journals and machinery are given more frequent attention, with the result that fewer fires are credited to "unknown" causes. The man-lift not only reduces the fire hazard, but it also reduces the labor needed to care for an elevator and economizes the time of operators.

REPUDIATION of contracts will be the curse of the grain trade so long as markets fall, unless shippers will expose every buyer who fails to take grain purchased, regardless of any action of the market. The abuse is a very expensive one to shippers, but it would not cost them anything in the course of a couple of years if they would simply enter into an iron-bound agreement to expose every buyer who fell down on his contract. The trade is sorely in need of more men who will live up to the letter of every contract. It is but natural that the members of the trade who are weak financially should require more than the usual moral persuasion to do right.

AN OHIO railroad which has been pestered with claims for loss of grain from leaky cars, has issued an order requiring grain receivers to report leaky or defective cars to station agents before unloading same so that they may be inspected by an agent of the railroad. This is fair, but it is not right that the railroad company should refuse to entertain any claim for loss due to this cause, unless the leak is witnessed by one of its own representatives. If it has such a strong antipathy to paying claims for losses due to leaking cars, it should instruct shippers to refuse to load cars which are not in fit condition to transport the full load to destination, and also instruct its agents to supply other cars whenever shippers protest against loading cars which are defective. It is perfectly natural that the railroad company should object to paying claims which cannot be verified, but if the same vigilance were exercised at the loading point there would be no cause for the leak or the claims.

IF ANYONE can explain why the government crop reports will hereafter be issued at 11 o'clock, a. m., central time, they should make it clear to the grain trade. The G. D. N. Ass'n worked to have these reports issued after the close of 'Change in order that all interested might obtain the information before any were able to use it in the market. If the report is issued long before the opening of the grain exchanges, the trade will have ample opportunity to assimilate all the information and be free from any hysterical tendencies by the time they have the opportunity to act on the impulse received from the report. The Agricultural Department, by continuing to issue reports during 'Change hours, lends its influence to the speculators who control the market at the minute and will be sure to twist the report as they want in order to stampede the traders.

THE COLUMNS of rot going the rounds of the daily press regarding the exorbitant profits of the middlemen and charging them with being the drones of the hive are not supported by the facts. Merchants engaged in no other line of business could exist on the narrow margins demanded by the country elevator man and we sometimes wonder how he does. However, his investment in information—and experience, as well as facilities for handling bulk grain enable him to effect economies in the marketing of grain which greatly exceed his profits. Anyone who has run an elevator twelve hours a day and then gone down after supper to accommodate a few tardy farmers know full well it is a drone's calling and wish no more appropriate punishment for Sec'y Wilson than that he be required to operate a country elevator a year of good crops and learn how easy it is to be a drone in a country elevator.

LACK of normal interest in trade association affairs has been traced directly to the obnoxious hook worm, by the champion of the Lumbermen's Manufacturers' Ass'n. The frequent friendly association of grain shippers with lumber dealers discloses whence came their lethargy in association matters. They caught it. The hook worm is contagious. If all dealers who make it a practice to stay at home and complain of the small results obtained, would attend every meeting and participate in the discussions and the conferences, all would have more confidence in one another. The trade's ethics would be raised to a higher plane, disputes and differences would be reduced and avoided and a kindlier spirit would prevail throughout all branches of the business. Some conventions are real talk fests, but all such are of immense value to those who attend the sessions and pay attention to what is going on. Stop kicking and help your trade ass'n to more practical work.

GREEN BUGS seem to exist only in the minds of the crop killers in the Southwest and there is little prospect now of material damage being done by the pest.

BARLEY which is suitable for malting is commanding fancy prices at malting centers and a wide range of prices is emphasizing the necessity of close grading by buyers who expect to handle the grain at a profit.

THREE men were suffocated in a collapsing grain storehouse in Brooklyn, N. Y., recently. The building inspector left town and the owner, who was arrested, charged with homicide, is sad and sorry. The *barn builder*, who put up the house, changed his boarding house some time ago and his whereabouts is not now known.

A SOUTHWESTERN grain dealer who felt entitled to damages for the burning of his grain warehouse was amazed to have the railroad company remove switch to his house the minute suit was brought for damages. The narrowness of some railroad officials not only stifles business, but occasionally smothers a pin-head at headquarters.

THE PRACTICE of advancing money to farmers who sell their grain and collect in advance of delivery, cost an Iowa elevator company \$20 recently. The check was cashed at a local store and the swindler got enough money to take him to the office of another easy grain buyer. Advancing money to strangers seldom promotes profitable business.

A CLAIMS department has just been established by the Indiana Grain Dealers' Ass'n and hereafter the claims of members will be collected by the association. By turning all the claims of members through one channel, the tricksters, bulldozers and dishonest firms, against whom grain shippers frequently have claims, will be quickly discovered, a check placed upon their swindling practices and their methods exposed.

KANSAS grain inspectors, through legislation advanced the grain inspection fee to such an unreasonable figure that the shippers decided not to stand the tax, so all grain is being billed to Kansas City, Mo., and way bills marked "Kansas State inspection not wanted." For a time the politicians kept right on grading grain, but of late most of the Kansas City, Kans., force has been discharged and if the chief inspector is not able soon to collect more fees, it will be necessary to discharge the rest. The Kansas City market has one inspection department and that is enough to satisfy any market. Two inspection departments simply increase the cost and multiply the confusion. The Kansas inspectors will not be missed and the trade will be much better off with one department at the mouth of the Kaw.

ALTERING weight certificates in order to mulct grain shippers out of money due them is a successful plan adopted by a Ft. Worth buyer. Recently fourteen indictments were returned against the members of the firm engaged in swindling shippers, and as is recited in our news columns they were indicted for forgery, felony and theft. Their conviction and imprisonment seem certain. At best the shippers, who read, will not intrust any more grain to the firm of Walker.

THE COST of handling grain through a grain elevator seems to be known to very few grain elevator operators. Both Mr. Brown and Mr. Riley have given an excellent outline of how they would determine the cost of handling grain through an elevator, in recent numbers of the Journal. The views of others have been asked for, but few have given sufficient information to determine the cost or to make certain that they knew whether or not they were doing business at a profit. Do you?

CHARGING interest on advances against consigned grain, after the grain has been sold and unloaded, cannot be justified by rule, practice or custom. If anyone can defend the charging of interest for ten, twenty or even thirty days, then they can just as easily defend the charging of interest for a year. The selling of grain in terminal markets is supposed to be a cash transaction and buyers everywhere are expected to settle for grain the minute the weight is determined. If anyone has a word to say in defense of charging the extra interest, we feel certain that the trade at large will be most delighted to hear their arguments and the columns of the Journal are open for the dissemination of the information. Judging from the rules of some exchanges and the views of some exchange officials in "Asked-Answered" this number, the charging of interest after weight is obtained is absolutely indefensible.

A NOVEL feature was introduced at a recent meeting of grain dealers in Lima, O., which merits emulation by grain association workers everywhere. It was no other than a corn grading contest. Ten samples of corn, covering the range of grades commonly received at country elevators, was exhibited and each sample numbered. Every contestant was provided with a slip bearing the numbers of the samples, with room left for him to mark in the grade it was entitled to according to his judgment. The markings of every dealer present was submitted to three judges who reported the results, the purpose being to show the diversity of opinion among country buyers as to grades. After the contest the buying of corn on grade was discussed with much profit to all present. Grade judging contests of all kinds must necessarily improve the judgment of the buyers and make it more difficult for farmers to deliver off-grade stuff at a premium.

TELEPHONE and telegraph companies which transmit or assist in transmitting interstate messages have been held by the Interstate Commerce Commission as amenable to the 1910 act to regulate commerce, and according to the Chairman of the Grain Dealers' National Association's Committee on Telephone and Telegraph, the Commission has held that charges for the transmission of interstate messages shall be reasonable and just and any undue preference or advantage by rebates or otherwise, is strictly forbidden by the Commission. So the day of discrimination by the telegraph and telephone companies is near an end.

BIG FOUR shippers will be grieved by the recent change of policy of that road in the matter of paying for grain lost in transit. Recently the Uhl-Snyder Milling Co. of Connersville, Ind., suffered a loss of corn in transit which was directly traceable to the road's defective equipment. The weight certificate of the Chamber of Commerce Weighman in Cincinnati reported that the "Car was leaking badly at draw bar." That disinterested evidence should have been sufficient for any freight claim agent to O. K. as a reasonable claim, but Mr. F. E. Boisseau declined the claim with the following statement which would seem to indicate that no investigation was made: "Beg to state that we have taken this matter up with Supt. of Transportation and investigation develops that there was no rough handling in transit and no indication of leakage while in our charge, and your claim is therefore respectfully declined." He had the Weighman's report before him. With such evidence a shipper could go into any court and collect the full amount of shortage, but the average grain shipper has many other things to look after, so frequently permits the haughty claim agent to force him to accept the loss, altho both know it should be paid, and promptly.

CORN SHIPPERS of Indiana and Illinois have been complaining most bitterly of heavy discounts by reason of corn grading off account moisture contained. At a recent joint meeting of dealers from both states, the shippers were agreed that no one had made a cent shipping corn on the last crop, and the consensus of opinion seemed to be that it would be necessary for each shipper to install a moisture tester to test each farmer's corn and buy it according to grade. Every shipper who sends his grain to central markets must sell on the grading of the inspectors in that market, hence, it behooves all shippers to buy by grades and thus protect themselves against heavy discounts. The more sharply country buyers discriminate against off-grade grain, the more care will the farmer exercise in preparing his grain for market. The buyers are more to blame for grain coming to them in present condition than the farmers, because they have long accepted dirt and refuse as grain and paid for it at grain prices thereby encouraging farmers to cheat them. Many buyers who have been using the moisture tester with care, report it to be a most profitable investment. Every corn dealer in the interest of his own business should install this device.

RAILROADS LIABLE FOR FIRE LOSS.

From time immemorial, each property owner has been held liable for damage done to adjacent property through the use of fire on his own premises. This is a reasonable and fair restriction which many state legislatures have sought to apply to railroad companies, but through indefinite and ambiguous laws, property owners have been beaten out of the value of the property destroyed or induced to accept a small percentage of the value in settlement, rather than run the chance of obtaining anything in the courts.

Many of the states have long since recognized the weakness of their statutes and amended them so that all that is now necessary for the property owner to prove, in order to collect damages for losses resulting from fire caused by sparks emitted by passing locomotives are, first, that the fire did actually originate from a spark thrown out by locomotive operated by the railroad company, and second, that the fire destroyed his property.

The New England States were the first to take this advanced step. Iowa, Colorado, South Carolina, Arkansas and Missouri followed and Ohio now seems disposed to take the same step as House Bill 31, which was introduced by Mr. Finley, was passed by almost a unanimous vote in the lower house. It provides:

A BILL

To amend Section 8970 and to repeal Section 8971 of the General Code relating to liability of railroad companies for loss or damage by fires, and prescribing rules of evidence.

Be it enacted by the General Assembly of the State of Ohio:

Section 1. That Section 8970 of the General Code be amended to read as follows: Every company operating a railroad or a part of one shall be liable for all loss or damage by fires originating upon the land belonging to it caused by operating such road. Such company further shall be liable for all loss, or damage by fires originating on lands adjacent to its land, caused in whole or part by sparks from an engine passing over such railroad, and the exercise by such company of due care in equipping and operating such engine shall not exempt such company from such liability, which may be recovered before any court of competent jurisdiction within the county in which the lands on which such loss or damage occurs are situated. The existence of fires upon the railroad company's lands is prima facie evidence that they are caused by operating such railroad.

In many of the states the railroad companies are permitted to escape liability for such losses by proving that their locomotives were equipped with screens and due diligence was exercised to prevent sparks being thrown out upon adjacent property. Inasmuch as such evidence is in the exclusive possession of the railroad company, it is but natural that they should put up such a defense and thus escape liability. A good title for all such laws would be "a law to encourage lying by railroad officials." It is not sufficient that the railroad companies should prove care and diligence in taking precaution against the escape of sparks from their locomotives, unless owners of adjacent property are protected from fires traceable directly to sparks from passing locomotives. The railroad has no right to set fire to the property of any citizen whether it be upon its right of way or on adjacent property, and whenever it is proved that a fire is started by sparks from a locomotive, the railroad company should be made to reimburse the property owner for loss sustained thereby.

Similar laws can be obtained in every other state if the property owners will but co-operate in pointing out to their lawmakers the necessity of more protection

from the carelessness of railroad companies.

RESPONSIBILITY OF CARRIER FOR ERROR IN QUOTING RATE.

The gross injustice perpetrated upon shippers by the new interstate commerce act relieving carriers of responsibility for erroneous quotation of freight rates is well exemplified in the recent case of A. W. Schenberger, grain shipper at Wakefield, Kan.

Mr. Schenberger was quoted a rate of 31 cents a hundred on wheat to New Braunfels, Tex., when the tariff rate was 43½ cents. He shipped two cars of wheat, but was charged 43½c, and brought suit to recover the difference. The district court of Clay County gave Mr. Schenberger judgment; but the Supreme Court of Kansas reversed the decision in favor of the Union Pacific Railroad, holding that under the amended interstate act the schedule of rates filed with the Interstate Commerce Commission must govern.

Judge West dissented from all his colleagues, and in his dissenting opinion holds out to other victims of the Hepburn act the possibility that the shipper may recover the loss as punitive damages in an ordinary common law action. Judge West held:

But for national legislation this action could be maintained. Such legislation has declared that all questions involving the propriety of an interstate rate must be presented to a federal tribunal. But has it in terms or by intendment prohibited the recovery of damages for loss on a shipment caused by a negligent misquotation of the tariff rate? True, it happens in this case that the damages asked equal the difference between the quoted and the tariff rates, but it is not sought either in terms or in fact to recover such damages as a difference, but to recover for a loss on the wheat shipped, caused by the careless misquotation of the rate.

Shipper Could Recover.—Had the prayer of the petition been broader and the evidence sufficient the allegations would support a verdict for punitive damages in an ordinary common-law action. Recovery was not sought upon any contract, or for the breach of any contract, for it is conceded that the law forbade a contract of shipment at the quoted rate. There was no payment of the tariff rate under protest; no attempt to clear the shipment of the carrier's lien; no complaint as to the legality or propriety of the tariff rate which was paid.

The object of the legislation in question is to prevent favoritism and discrimination and to bind shipper and carrier alike by the schedule rate, but it is not apparent that its further object is to bar action for damages caused by negligent misquotation. It is suggested that to permit recovery would in effect give the shipper transportation at less than the tariff rate. Logically this may be true in a sense, but it is not legally true, for he has already paid the full rate and makes no complaint whatever concerning it. He is not seeking to recover back because wrongfully extorted, but having obeyed the law by paying the legal rate without protest, he now seeks to recoup his loss on the wheat which the negligent misquotation caused. He was careful, and inquired the rate, stating that it would be his selling basis. Had it been correctly given he would not have lost; and because of this loss, caused by this carelessness, he sues. It is no previously planned scheme to circumvent the national law, but a bona fide attempt to make good for an actual loss suffered while obeying that very law. He is not complaining that he paid or had to pay the full rate, or seeking to recover any portion of it back, but he is complaining that his proper obedience to the law still left him damaged by the carrier's negligence.

Carrier Proper Source of Rate Quotation.—Congress evidently intended that both shipper and carrier should know the rate, and the latter is required to keep it posted so the shipper may know it. Not having done so, it was proper for the shipper to apply to the proper source for information,

and under the circumstances it seems but common sense and common fairness to say that he had a right to rely thereon, provided such relying in no way involved an infraction of the law; and no decision thus far found makes it clear that, having complied with the federal statutes, he is restricted to a complaint under or concerning them in a national tribunal. His recovery cannot be construed into a judicial invitation to bring similar actions, for we must presume that only in rare instances will such circumstances arise, but if they should, that is no reason why redress should be denied.

Finally, it is urged that section 9 of the act of Feb. 4, 1887, c. 104, 24 Stat. 382 (U. S. Comp. St. 1901, p. 3159) withholds jurisdiction from state courts. This section provides that one claiming to be damaged by any common carrier * * * may either make complaint to the Interstate Commerce Commission or sue in any district or circuit court of the United States of competent jurisdiction, but he may not do both. But the preceding section provides that for any act willfully done or omitted in violation of the statute in question, the party damaged may recover the full amount of damages sustained, together with a reasonable counsel or attorney's fee, and that the two sections together show that it is for such damages only that one must resort to the federal tribunals. Nothing in the entire act makes the negligent but unintentional quotation of a rate unlawful, only the willful violation being penalized.

Finding nothing in the statutes or in the decisions prohibiting the maintenance of this action, I believe the judgment should be affirmed.—113 Pac. Rep. 433.

LEAKING GRAIN IN TRANSIT.

Grain dealers in all parts of the country can help their brother sufferers in the collection of just claims for loss of grain in transit by reporting to the Grain Dealers Journal, Chicago, for free publication, the initials, number and condition of cars which they see leaking grain in transit, or passing with broken seals or open doors. It is not expected that grain shippers will spend their time along railroad tracks watching for leaking cars, but whenever they do see a car passing in bad condition, they can with little cost help a brother shipper and encourage railroad companies to provide better cars and protection for shipments in transit.

If any of the cars reported happen to be yours, a word to us of appreciation of the service performed will, no doubt, encourage other dealers to keep a more vigilant lookout for cars in a bad condition.

Recently we have received reports on the following cars:

St. L. & S. F. 30478, loaded with mixed shelled corn, going west, at Vinita, Okla., Apr. 5, was leaking badly at side of car. Train men fixed the leak the best they could but did not dare take it further and so let it out here. At request of the agt. for the Frisco we cooped it up and made it apparently safe for its journey.—Union Grain Co.

C. & N. W. 64440, loaded with mixed corn, was sidetracked at Gresham, Neb., Apr. 3, and repaired by section men. Side bulged out and several bushels leaked out in a pile, which section men put back into car.—H. L. Aden, mgr. Gresham Grain Co.

I. C. 36816, billed from Collum, Ill., was set out at Chatsworth, Ill., Apr. 1, leaking oats badly from side of car.—James H. Kerrins.

N. Y. C. & H. R. 16113 passed thru Winchester, Ind., Mar. 25, going east, leaking corn over trucks.—Goodrich Bros. H. & G. Co.

N. P. 36793 loaded with yellow corn was sidetracked here Mar. 25, the draw bar being pulled out and leaking badly.—Gulshen & Wolf, Odell, Ill.

M. P. 11,918 going west through Claffin, Kans., Mar. 24, leaking corn badly at north side and east end.—The Claffin Grain, Fuel and Stock Co.

I. C. 37170 passed thru Mt. Pulaski on way to Louisville, leaking badly on side and bottom; patched up a little.—E. G. Schafer mgr. Mt. Pulaski Grn. & Elev. Co.

A smile comes very easy—you can wrinkle up with cheer
A hundred times before you can squeeze out a soggy tear.
It ripples out, moreover, to the heart-strings that will tug,
And always leaves an echo that is very like a hug.
So, smile away. Folks understand what by a smile is meant—
It's worth a million dollars, and doesn't cost a cent.—Baltimore American.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ADDRESS OF MAKER OF TICKET-PASSER.

Grain Dealers Journal: Some time ago a ticket-passer was advertised in the Journal. What is the address of the maker?—The Findlay Grain Co., Findlay, Ill.

Ans.: The ticket-passer for grain of fices at wagon scales was invented and is sold by J. A. Schmitz, 4618 Hermitage Av., Chicago, Ill.

WHERE OBTAIN BOOK ON FEEDING?

Grain Dealers Journal: Recently I saw in the Journal in the column headed "Books Received," a notice of a book, "Feeds and Feeding," by Professor W. A. Henry, of the Wisconsin Agricultural College. Where can I get a copy of this book?—F. L. Phipps, Kellogg, Ia.

Ans.: This valuable book may be had of the author, who is also the publisher, W. A. Henry, Madison, Wis.; price, \$2.25 delivered.

SUITS FOR FAILURE TO FURNISH CARS.

Grain Dealers Journal: We have a suit coming up next month against the railroad company for failure to furnish cars and for discrimination. We would like to learn thru the Grain Dealers Journal of cases of this kind in Ohio.—Xenia Grain Co., Xenia, O.

Ans.: Suits for failure to furnish cars and for discrimination have been prosecuted by John Wren of Deunquat, O., and the Myers & Patty Co., of Pleasant Hill, O.

COLLECTED FOR CARLOAD OF BARLEY BURNED ON TRACK.

Grain Dealers Journal: With reference to the question of C. A. Burks, page 435 of Journal for March 25, asking about liability of Railroad Co., when a car of grain is burned on the side track after it had been billed.

We have had a case similar to this, only that the B/L was also burned in the office at the time of the fire. The owner procured a duplicate B/L and filed his claim and received payment in full for a large car of barley at market price in less than two weeks. This elevator was located on the Rock Island road.—E. H. Moreland, Sec'y, Tri-State Insurance Co., LuVerne, Minn.

IS INTEREST AFTER GRAIN IS UNLOADED JUSTIFIED?

Grain Dealers Journal: I notice Western shippers are much aggrieved when they are charged interest on drafts made against consigned grain up to and including day grain is weighed out of car. I wonder what they would say if they were obliged to pay 10 days' additional interest as I was in Philadelphia recently. My draft was not paid until the car arrived and was sold, and for the life of me I do not see how anyone can justify a charge of 10 days' interest. If they can, no doubt they can just as readily defend a charge for 30 or 60 days' interest.

I am not willing to extend credit to the local buyers of any terminal unless I know them and deal direct with them. If my commission merchant wishes to grant them time without my consent that is his business and should be his cost.

If any other market charges interest on advances after the grain is unloaded, I would be pleased to hear full particulars. I think that the market circulars sent out from each terminal should give all the charges to be borne by grain shipped to the market for sale, so shippers will know what to expect in advance. Unexpected charges, even though just and fair, are irritating.

Any light you can throw on this matter will be most welcome.—A. D. Shipper.

PHILADELPHIA'S INTEREST RULE.

Grain Dealers Journal: Our brokerage and commission rules; section 2, provides that the legal rate of interest on all advances shall be charged. The legal rate is 6 per cent, and it is customary for our members to charge from the date on which they make the advance until the sale of the goods. The rules provide—

Sec. 2. In addition to the foregoing specified rates of commission, there shall be charged the legal rate of interest on all advances; inspection; insurance; and other charges which may be incurred.

Sec. 7. If any member of this Exchange be accused of violating these commission rules, and be found guilty by the Board of Directors of violating any of the provisions or requirements thereof, he shall be fined not exceeding five hundred dollars for each offense; and until such fine be paid he shall be denied the privileges of the floor.

Our rules would seem to me to be clear enough, and when they prescribe that interest shall be charged on advances the intention is exactly what those words convey to the average business man.

Without going into hypothetical cases, or a theory, my own experience has been that we charged interest to the shipper from the time we made the advance upon the bill of lading, and that when we sold the merchandise against which we had advanced money, and our money was refunded, the interest ceased. Possibly some merchants might make a habit of charging from the day they paid the draft until the actual day of sale; while others might charge from the day of the advance until the day they were paid for the goods; some goods being sold for spot cash and others being subject to a short or long credit; the latter, however, is scarcely likely in the grain business. We did not think it necessary to go over the rules with a magnifying glass; what we were trying to define was the ordinary mercantile interpretation. Possibly there was an intention to prevent any commission house from holding out special inducements by charging no interest upon advances.

It is not unlikely that where the com-

mission merchant and the shipper knew each other very well, the former might advance money against a straight bill of lading as well as against a shipper's order bill of lading.—Yours very truly, F. E. Marshall, Sec'y Commercial Exchange, Philadelphia, Pa.

INTEREST STOPS WITH DELIVERY TO BUYER.

Grain Dealers Journal: The rules of this Chamber provide that legal interest be charged on all advances, but the charge may be omitted if less than twenty-five cents. The rule is as follows:

In addition to the foregoing specified rates of commission, there shall be charged the fees for inspection and weighing actually paid to the Baltimore Chamber of Commerce, also legal interest on all advances, whether made on bills of lading or otherwise; also established rates of insurance upon merchandise received in store or elevator, and the customary storage shall be charged upon all property held or carried in any manner for future delivery, but interest may be omitted if less than twenty-five (25) cents. All the charges enumerated in this section which shall lawfully affect any of the above-named commodities shall be plainly stated in the account of sale rendered for the disposal of such commodity.

The custom in this market is to begin to charge interest on advances made on consignments the day the draft is paid and stop when the grain is sold and delivered.—Very respectfully, Jas. B. Hesson, Sec'y Chamber of Commerce, Baltimore, Md.

CHARGES INTEREST UNTIL GRAIN IS PAID FOR.

Grain Dealers Journal: In Rule 37, Section 1 of our Grain Rules you will find the following sentence, which I think will give you the information concerning interest on advances made by commission merchants on consigned grain:

In addition to the foregoing specified minimum rates of commission and forwarding to be charged, all the legitimate expenses, such as storage, inspection, government tax, insurance, interest (where advances have been made) at not less than the rate of four per cent per annum, and all or any other expenses which are necessarily or properly incurred, in caring for the property and guarding the interests of both consignor and consignee, except as hereinafter provided, shall be charged.

I am informed that the usual rate of interest charged in such cases in this market is 6 per cent.

I am informed by one of our largest firms doing a business of this nature that the interest charge begins when the sight draft is paid by the commission merchant, and ends when the property has been sold and collected for. Shipper receives interest on all credit balances and pays interest on all debit balances.—Yours very truly, L. R. Howe, Sec. Produce Exchange, New York, N. Y.

BOSTON HAS NO INTEREST RULE.

Grain Dealers Journal: Comparative little grain is consigned to this market for sale on commission. I should say the general practice was to charge 6 per cent interest on all advances made upon consignments. This is the legal rate of interest in this state, and unless there was some agreement to the contrary, this rate would naturally prevail. We have rules governing the rate of commission, but none governing the rate of interest on advances.

Our spot market is a very narrow one and is confined solely to the consumption within the city limits. As practically all New England points take the Boston rate. New England grain is distributed by our dealers from holding points at or near the Hudson River. This market, there-

fore, offers no inducements for shippers to consign grain here.

I should say the practice would be, naturally, to charge interest during the time that the consignee had his money invested in the transaction; in other words, from the time he paid the draft attached to the B/L to the time he collected from the purchaser.—Yours very truly, Daniel D. Morss, Treas. Chamber of Commerce, Boston, Mass.

COST OF HANDLING GRAIN.

In order to encourage more systematic methods of business, and to show the value of keeping exact accounts, we have sent letters to various parts of the country regarding the cost of operating a grain elevator. Either the grain dealers do not know or else they are reluctant to tell, as only a few replies were received. Any light on this subject will be most welcome at any time.

PROFIT JUSTIFIES A SALARY.

Grain Dealers Journal: Following is an itemized list of our expenses during the year: Interest, 10%; depreciation, 2%; repairs and improvements, \$100; insurance, \$85; labor, \$900; rent, \$20; taxes, \$85; fuel, \$50; oil, \$8; car doors and cooping material, \$5.00; books and office supplies, \$10. The margin for handling grain in this section justifies the dealer in drawing a salary.—R., Minnesota.

Grain Dealers Journal: Following is a statement of our expenses for the year: Interest on investment, 5%; insurance, \$200; labor, \$700; rent, \$32; taxes, \$100; fuel, \$20; oil, \$130; books and office supplies, \$40. The margin of profit in this territory justifies the dealer in drawing a salary.—William Hoffman, Renville, Minn.

COSTS FARMERS ELEVATORS 2½ CTS. TO HANDLE GRAIN.

Grain Dealers Journal: Following is our expense account for the year: Interest on investment, \$600; depreciation, \$100; repairs, \$50; insurance, \$250; manager's salary, \$720; rent, \$10; taxes, \$50; fuel, \$50; oil, \$5; books and office supplies, \$10. Farmers elevator companies find that it costs about \$2,500 per year to handle 100,000 bus.—Mt., S. D.

PROFIT DOES NOT JUSTIFY SALARY.

Grain Dealers Journal: Following is an account of our expense for the year: Interest, \$400; depreciation, at 3%, \$200; repairs and improvements, \$200; insurance, \$175; labor, \$800; rent, \$25; taxes, \$50; oil, \$5; car liners, \$25; books and office supplies, \$10. The margin of profit in this section does not justify drawing a salary.—P. G. Guidinger, Northwood, Ia.

DEALERS DO NOT DRAW SALARY.

Grain Dealers Journal: Our expense account for the year includes: Interest, 6%; depreciation, 1%; repairs and improvements, 2%; insurance, 1½%; labor, \$1,260; taxes, \$70; fuel, \$60; books and office supplies, \$10. Many dealers in this section do not draw a salary from their business, but we feel that the margin of profit justifies a salary.—Moran Grain Co., Moran, Kan.

Grain Dealers Journal: Our expenses for the year include: Interest, 6%; repairs and improvements, \$55; insurance, \$120; labor, \$550; taxes, \$45; fuel, \$75; oil, \$10; material, \$15; books and office

supplies, \$10. The margin for handling grain in this section justifies a salary.—S. A. Hussey, Bowersville, O.

MARGIN JUSTIFIES SALARY.

Grain Dealers Journal: Following is our expenses for the year: Repairs and improvements, \$50; insurance, \$400; labor, \$1,200; taxes, \$84; fuel, \$500 (including feed mill), oil, \$30; car liners, \$15; books and office supplies, \$20. The margin for handling grain in this section justifies a salary.—Farmers Eltr. Co., Erie, N. D.

MARGIN DOES NOT JUSTIFY A SALARY.

Grain Dealers Journal: Our expenses during the year have been: Interest, 5% on investment, \$275; depreciation, \$200; insurance, \$225; labor, \$1,600; rent, \$5; taxes, \$55; electric power, \$250; gasoline, \$750; incidentals and repairs, \$600; oil, \$40; books and office supplies, \$25. Grain dealers in this section are not handling grain on a margin which justifies their drawing a salary.—Jonathan Hale & Sons, Iona, Mich.

CAN QUICKLY DETERMINE LOSS OR PROFIT.

Grain Dealers Journal: We keep a strict account of all money paid out for corn and wheat. When we sell corn or corn products we credit corn account with same. When wheat or wheat products we credit wheat account. We also keep an expense account, and by taking stock account, we can at any time tell how we stand, whether we made or lost money and how much.—Yours truly, Allendale Mill & Elevator Co., L. A. Kemp, Allendale, Ill.

DEALER MUST USE JUDGMENT.

Grain Dealers Journal: I find it pretty hard to figure ahead on the number of bushels an elevator will handle during the season, and to know just how much money will be made, for that depends on the manager's judgment to a great extent. It seems to be customary to pay as much for No. 4 as for No. 2 corn, and quite often a man buying on a 2c margin will lose 2½c on off grade again. I don't believe that any regulations on paper will work in all cases. A man could buy on a 2c margin in some localities and would make a failure in other localities on the same margin. The dealer must use his judgment in all cases.—David Metzger, Gessie, Ind.

USE A. D. E. LEDGER, DAY AND STOCK BOOK.

Grain Dealers Journal: We think we have our business under a better system than Mr. Brown. We have a double entry ledger, stock book and day book. Everything that is bought is entered on stock book every day. Everything that is sold is deducted from stock every day. The profits are run up every night and expenses deducted from them. In handling wheat each car is handled separate and when loaded out the screenings, if there be any, are weighed and deducted with the rest of the expenses, same as we do with the rest of grain handled.

Therefore any time we are in doubt as to our profits, all we have to do is to consult our books. This system has proved very satisfactory so far and has been the means of saving us a good deal of money. We would be very glad to hear what others think of our way and would be glad to explain anything that

does not seem plain.—Yours, The Cotterman Co., Eaton, O.

GOOD METHOD OF KEEPING COST ACCOUNT.

Grain Dealers Journal: We have carefully read the article of Mr. Brown in Feb. 25 issue of the Journal, on cost of handling grain, and consider his method a good one.—Dolby & Morton, Delphos, O.

PROFITS SHORT THIS YEAR.

Grain Dealers Journal: We have been in business at this station only five months and can scarcely tell where we stand. Expenses for repairs have been heavy and we expect the profits from coal, salt, flour, etc., to help the "short" in grain.—Teegardin & Gardner Grain Co., Duvall, O.

GRAIN BUSINESS LIGHT THIS YEAR.

Grain Dealers Journal: Following are items of our expenses for the year: Salary, \$600; insurance, \$67.50; repairs, \$59.00; taxes, \$26.00; gas, \$4.00; interest and depreciation at 10%, \$500. We handle about 80,000 bus. in a good year, but this year we have handled only 30,000 bus., which, at 2½c per bu. will put us badly in the hole.—V.

NOT ENUF GRAIN.

Grain Dealers Journal: Mr. Brown's article on "The Cost of Handling Grain" is right. I agree with him that there is too much cost ordinarily in the handling of grain. If his figures represent 80% of the elevators in Kansas, it looks as tho there are too many elevators or not enough grain to conduct a business on. It is the first cost that is greatest. It would be better for both the dealer and the farmer if the dealer and farmer treated each other right, to have fewer elevators where there is not so much handled. If the grain grown does not warrant an independent business in a community, other commodities could be handled in connection with it to help a man earn a good salary. Mr. Brown ought to be able to do more to earn a salary than handle 100,000 bus. of grain. In the last 12 months I have handled 600,000 bus., besides 3,000 tons of coal, cement, salt, twine, feed and other farmers' supplies.—Respectfully, F. S. Betz, mgr. Cerro Gordo Grain & Coal Co., Cerro Gordo, Ill.

Automatic weighing machines will be relied upon hereafter by the Philadelphia mint in separating coins either too heavy or too light. By installing the automatic machines the government has dispensed with the services of 34 women.

Premiums amounting in value to \$4,000 have been contributed by the International Harvester Co. for the annual exposition of the Iowa Corn Growers Ass'n, to be awarded for the best samples of oats. In addition to the \$4,000 for oats the Corn Growers Ass'n will offer several thousand dollars in premiums for corn.

A telegraph company doing a wholly interstate business is not subject to the interstate commerce act unless it has an arrangement with other companies for the continuous transmission of interstate messages, in which case the company must impose only reasonable rates and charges and give no advantages or preferences, is the recent ruling of the Interstate Commerce Commission.

TO MY COMPETITOR.

"If I knew you and you knew me—
If both of us could clearly see,
And, with an inner sight, divine
The meaning of your heart and mine—
I'm sure that we would differ less
And clasp our hands in friendliness;
Our thoughts would pleasantly agree,
If I knew you and you knew me."
Waterman.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

LARGEST CAR OF OATS.

Grain Dealers Journal: Boasters of big car loads may be interested to know that on Mar. 29, we received S. P. 16540, containing 112,420 lbs. (3,513 bus. 4 lbs.) of oats. This is the largest car of oats ever received at Chicago. It was shipped by the Stratford Grain & Supply Co., Stratford, Ia.—Lowell Hoit & Co., Chicago, Ill.

THE BIGGEST CARLOAD.

Grain Dealers Journal: Note your request for load of oats weighing out in excess of 107,350 lbs. Can beat that materially. Car S. P. 21530 was unloaded by The Cleveland Grain Co., at Sheldon, Ill., in October, 1910, and weighed out 111,900 lbs., or 3,496 bu. 28 lbs. Tell would-be record holders to beat that. Yours truly, Glenn R. Swank & Co., Williamsfield, Ill.

SAVED FROM LOSS BY REPORT OF LEAK.

Grain Dealers Journal: We note on page 433 of your issue of March 25th that Mr. Schafer of Mt. Pulaski, Ill., reports car of our corn, No. 37170 I. C., as leaking badly when it passed through his city. We have today written to Mr. Schafer for a letter stating the above facts, so that we will have it to support our claim for loss on this car. We have not received returns for it, so cannot say what our loss is. I wish to thank you for publishing the report on this car.—Yours very truly, Central Illinois Grain Co., by Edwin Beggs, Pres., Ashland, Ill.

CANADIAN RECIPROCITY.

Grain Dealers Journal: We are glad to note the position you have taken in regard to Canadian reciprocity. Canada is producing only five hundred million bushels of grain today, but she is just starting, and her surplus within a few years should be very large. Opening the Canadian market on the grains with free trade takes away the biggest protection which the farmer has anywhere in the tariff, and yet the proposed bill does not lower rates for the manufacturers, unless it be with raw materials.

Why in the world it is necessary to soak the farmer so much more than anyone else on the tariff proposition, he being the one who has the least protection anyway of any interest, is more than we can

understand. We feel like warning our Congress as to what they should know themselves, that when you soak the farmer, taking away his prosperity, you certainly reduce the prosperity of every business man in the country, and to an extent similar to that of the farmer.—Sincerely, Chas. B. Wing, Mechanicsburg, Ohio.

WISHES TO BLACKLIST UNFAIR BUYER.

Grain Dealers Journal: On page 435 of your edition, dated March 25, we note a letter to you from the Central Illinois Grain Co., of Ashland, Ill., in which they call your attention to the unfair treatment which they received at the hands of a party in Indianapolis, whose name is not given.

Will you kindly tell us the name of the party or parties in Indianapolis to whom these cars went, as we wish to put them on the blacklist, and avoid having the same trouble as the Central Illinois Grain Co. had.—Yours very truly, S. J. Clevenger, Philadelphia, Pa.

Ans. Write to the Central Illinois Grain Co. We have not its permission to disclose the name.—Ed.

MOISTURE TOO LARGE A FACTOR IN FIXING DISCOUNTS.

Grain Dealers Journal: In regard to moisture test will say that when deciding discounts we believe track buyers do not give sufficient consideration to the general quality of the grain. We have shipped corn that was chaffy, but free from moisture and it went through all right. On the other hand we have shipped corn of good quality but containing just the least bit too much moisture, and we would have to stand a discount from 1 to 2 cts. We claim there is too wide a range in discounts and believe if the buyers could work out a method whereby the discounts would not be based so largely on moisture content it would be of mutual benefit.—W. H. Boies, Gilmore & Boies, Gridley, Ill.

MOISTURE TEST AND HEDGING.

Grain Dealers Journal: Failure of corn to grade on account of the moisture test often works to the shipper's disadvantage when he has tried to hedge his purchases by sales of futures, as on the failure of the grain to grade he has to buy in his options at a loss.

The farmers elevator companies who let their managers ship out stored grain and buy an option against it also are putting themselves in a position to lose 10 cents a bushel.

Philadelphia has discontinued the moisture test on grain and their grading has been very satisfactory on shipments made by me. I have not had a single car off-grade there this year, altho I have had some pretty damp grain, which is more than I can say of some other terminal markets I tried. I had to reship from other markets where the moisture test was used. Philadelphia seems to give shippers the benefit of the price paid by exporters for damp corn.

Losses on account of hedging have been very heavy in extreme markets such as 1898, when wheat sold at 62c in October and \$1.85 in May. One firm in Illinois having 60,000 bus. of corn in 1902 hedged it for May delivery, then changed into July delivery as the difference between the grade they sold and the grade they had to deliver was so wide they

could not take in their hedge and let go of the actual corn. The price of corn then went to 88c and the actual price of track corn here was 60c. Thus dealers who had corn hedged had to pay 28c for the "safety" of hedging. Is it worth it?

The same year hedging sales of oats were made at 25c, while the high price in July was 56c, with oats worth here on track only 34 to 36c. When we recite these objections to the hedging system we are told it does not happen that way often. Once in a lifetime will satisfy the average man.—J. S. Cameron, Elliott, Ill.

RESULTS OF RECIPROCAL DEMURRAGE LAW.

Grain Dealers Journal: Our Mr. Rank did not make remarks denunciatory of the reciprocal demurrage law of Minnesota as alleged in the Journal Mar. 10, page 374, unless a recitation of facts obtained from the public records of the railroad and warehouse commission of Minnesota can be considered a denunciation. The attack on Mr. Rank does not show that what he said was false.

There is no record to show any benefit has accrued to any shipper from that law, except as Mr. Rank stated, there was collected \$160,000 from the shippers and only paid by railways to shippers \$23, that was paid by the C., R. I. & P. Ry.

We believe that Mr. Rank is entitled to at least the public thanks and commendations from public journals for his labors in inviting the attention of the public to the workings of a law that appears to be so indefensible under any code, statutory or moral.—C. R. Rank & Co., St. Paul, Minn.

TABLE FOR COMPARING VALUES.

Grain Dealers Journal: We feel certain that grain dealers everywhere will find the table reproduced herewith of value in determining the relative money value of different kinds of grain. For example: when oats are worth 25c per bu., barley should be worth 37.44c per bu., corn, rye or flax seed 43.68c per bu., and wheat 46.80c per bu.

OATS	BARLEY	CORN, RYE FLAX	WHEAT	TON
25c	37.44	43.68	46.80	\$15.60
26c	39.36	45.94	49.20	16.40
27c	40.32	47.04	50.40	16.80
28c	41.76	48.72	52.20	17.40
29c	43.20	50.40	54.00	18.00
30c	45.12	52.64	56.40	18.80
31c	46.56	54.32	58.20	19.40
32c	48.	56.	60.	20.00
33c	49.44	57.68	61.80	20.60
34c	50.88	59.36	63.60	21.20
35c	52.32	61.04	65.40	21.80
36c	53.76	62.72	67.20	22.40
37c	55.20	64.40	69.	23.
38c	57.12	66.64	71.40	23.80
39c	58.56	68.32	73.20	24.40
40c	60.00	70.00	75.00	25.00
41c	61.44	71.68	76.80	25.60
42c	62.88	73.36	78.60	26.20
43c	64.32	75.04	80.40	26.80
44c	65.76	76.72	82.20	27.40
45c	67.20	78.40	84.	28.00
46c	69.12	80.64	86.40	28.80
47c	70.56	82.32	88.20	29.40
48c	72.00	84.00	90.00	30.00
49c	73.44	85.68	91.80	30.60
50c	74.88	87.36	93.60	31.20

At the price specified on the table a ton of any of the grains mentioned would be worth the amount shown on same line in the right-hand column. In other words, the table is one of equivalents and we find it a convenient reference table for estimating the comparative values of different feed stuffs.—Gould Elevator Co., Minneapolis, Minn.

NEW SYSTEM NEEDED FOR FIXING DISCOUNTS.

Grain Dealers Journal: I have shipped considerable corn to different markets, using the moisture test and have suffered considerably from heavy discounts. I have a Hess 2-cell moisture tester in my office and test every batch of corn that comes in. During harvest there are times when five different farmers are hauling grain; one farmer's corn may grade No. 3 and the others may come within ¼% of grading No. 3. It is impossible to keep each separate from the other during a heavy movement, as we have not enough bins, therefore we are required to pay the farmer No. 3 prices. I have shipped corn which tested 19.60% moisture and was discounted 1½ to 2 cts. a bushel. I would like to see some new system adopted whereby buyers would determine the discounts according to excessive moisture in the corn, as it is now if corn test 19.60% or 21% the discount is just about the same.—F. L. Warner, Chenoa, Ill.

Argentina is producing a wheat very rich in gluten and protein. The best wheat is grown from the Italian seed and the next best seed is that which comes from France. After the second or third crop the wheat becomes darker in color and is a fine milling wheat if not shriveled. It is very hard, will break easily and will frequently show as much as 50% of wet gluten, giving a large proportion of choice middlings on the second break and cleaning entirely on the fourth, reports U. S. Commercial Agent John M. Turner.

New Grain Elevator at New Ulm, Minn.

Another new grain storage plant has been added to the long list of reinforced concrete elevators erected during recent years. This plant covers an area of 48x238 and has storage room for approximately 600,000 bu. of wheat. It was built at New Ulm, Minn., for the Eagle Roller Mill Co. and adjoins the company's old wooden elevator to which it is connected by means of a steel bridge above and concrete conveyor tunnel in the basement.

The new storage plant which is illustrated herewith consists of a work-house 24 ft. square and 19 reinforced concrete tanks with 9 interstice bins. The new working house was added to prevent the crippling of the grain handling facilities in case the wooden elevator burned.

The new working house being constructed entirely of reinforced concrete is expected to withstand all attacks from the fire fiend. The train shed adjoining is built of steel covered with corrugated iron and contains a hundred ton track scale. All leg casings and spouting are of steel. The only wood used in the plant is about this scale. The working house contains 5 stands of elevators, 2 grain cleaners, an up-to-date dust collector system, power unloading shovels, a 24 inch rubber belt conveyor above and another below the bins, all driven by 4 electric motors which obtain power from the main power house of the Mill Co.

A continuous belt man-lift affords easy access to all floors of the plant. The building was designed and erected by the Haglin-Stahr Co., power transmitting and elevating machinery was supplied by H. W. Caldwell & Son Co., the conveyor belting by the Strong-Scott Mfg. Co., who also supplied the Invincible Grain Cleaners and Dust Collectors. The bins are equipped with Zeleny Thermometers so that the temperature of the grain at any depth in any bin is recorded and indicated in office.

SECURITY FOR ELEVATOR GRAIN AT KANSAS CITY.

With regard to the safeguarding of grain unloaded into elevators at Kansas City, E. D. Bigelow, sec'y of the Kansas City Board of Trade, writes: Elevators to become regular under the Board of Trade rules are bonded to the sec'y of the Board. Warehouse receipts issued by regular houses are registered by the sec'y. A report is made to the sec'y each morning by the chief weighmaster, of the stocks of grain in each elevator. All public elevators are also bonded to the state.

Holders of warehouse receipts deposit them with the sec'y, together with a check to cover storage and loading out charges, simultaneously with the ordering the warehouseman to load the grain. Upon receipt of notice that the grain has been loaded and accepted, the warehouse receipt is cancelled and returned to the warehouseman.

The buyer of grain on the floor of 'Change is not required to give security.

If the buyer fails to pay for the grain after having obtained the B/L and unloaded the grain into an elevator the only recourse of the seller is by replevin.

Under the rules of the Kansas City Board of Trade the seller is required to pay upon presentation of invoice with certificate of weight attached.

Operators of bucket-shops in Washington, D. C., recently were declared by the district supreme court to be not punishable under the new law against conspiracy. Judge Wright held the law unconstitutional as an unwarrantable interference with the right of a citizen to make a contract. The effect of the law is that a person giving an order to a broker for a grain or stock transaction, without intent to gamble, might be held to violate the law if the broker without the knowledge of his client secretly "bucketed" the trade. This decision leaves the Department of Justice recourse to the more difficult prosecution for use of the mails to defraud.



New 600,000-bu. Elevator of Eagle Roller Mill Co., at New Ulm, Minn.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ARKANSAS.

Prescott, Ark., Apr. 6.—Corn is about all planted and some has been plowed for the first time. Every thing seems very favorable at present.—William Gee.

ILLINOIS.

Odell, Ill., Apr. 5.—Half to two-thirds of the oats sown.—L. G. Vincent.

Newton, Ill., Mar. 29.—About 30% of the corn and 10% of the oats in farmers' hands.—T. F. Money.

Leona, Ill., Mar. 28.—Oats sowing is on; 25% of the corn and 15% of the oats back.—E. L. Champion.

Paso, Ill., Apr. 4.—Fully 50% of the oats and 50% of the corn in farmers' hands.—F. S. Larison.

Minonk, Ill., Apr. 5.—About 50% of the oats have been sown.—H. Simpson, J. A. Simpson & Sons.

Wenona, Ill., Apr. 5.—About 50% of the corn and 12% of the oats in farmers' hands.—W. H. Tallwyn.

Forrest, Ill., Apr. 1.—About 30% of the corn and 10% of the oats in farmers' hands.—Henry Wendell.

Watseka, Ill., Mar. 31.—Ground is in fine condition and corn planting will start soon.—O. L. Gray.

Tuscola, Ill.—Fully 25% of the corn and 10% of the oats in farmers' hands, very little moving.—R. & J. Ervin.

Sheldon, Ill., Mar. 31.—About 25% of the corn and very few oats in farmers' hands.—B. Bishop, Bishop Hominy Co.

Atlanta, Ill., Apr. 7.—Fully 25% of the corn and 20% of the oats in farmers' hands.—J. A. King, Applegate & King.

Rutland, Ill., Apr. 5.—About 60% of the corn and 40% of the oats in farmers' hands.—C. L. Foucht, Ames & Foucht.

Watseka, Ill., Mar. 31.—About 30% of the corn and 10% of the oats in farmers' hands.—T. Bell, mgr. Farmers Eltr. Co.

Hutsonville, Ill., Mar. 30.—About 30% of the corn and 10% of the oats back in farmers' hands.—S. D. Newlin, mgr. Newlin Bros.

Tolono, Ill., Mar. 27.—About 25% of the corn and 5% of the oats still in farmers' hands.—V. L. Horton, mgr. Horton Bros. & Co.

Paris, Ill., Mar. 30.—Farmers sowing 15% more oats than usual; 30% of the corn and 10% of the oats in farmers' hands.—C. H. Wade.

Greenup, Ill., Mar. 29.—About 15% more oats being sowed than last year, 25% of the corn still in farmers' hands.—M. M. James.

Garfield, Ill., Apr. 6.—Fully 60% of the corn and 50% of the oats in farmers' hands.—R. J. Remmann, mgr. Garfield Grain & Coal Co.

Pontiac, Ill., Apr. 6.—About 35% of the corn and 30% of the oats in farmers' hands.—George Brunskill, mgr. Pontiac Farmers Grain Co.

West Ninon, Ill., Mar. 30.—About 15% more oats being sown; 25% of the corn and 3% of the oats in farmers' hands.—Poorman Bros.

Minonk, Ill., Apr. 5.—Fully 50% of the corn and 20% of the oats back in farmers' hands, not very much moving at present.—M. B. Memmen.

Hutsonville, Ill., Mar. 30.—Farmers not selling; about same amount of oats will be sown as usual.—C. A. Trueblood, mgr. Hurst Bros. & McNutt.

McLean, Ill., Apr. 7.—Fully 60% of the corn and 30% of the oats in farmers hands,

expect a heavy movement in May.—W. N. Ewing, mgr. Aldrich Grain Co.

Fairbury, Ill., Apr. 1.—About 40% of the corn and 25% of the oats still in farmers' hands. Ground in good condition for oats sowing.—N. B. Claudon & Son.

La Crosse, Ill., Apr. 6.—About 40% of the corn in farmers' hands. Season begins to look favorable for the new crop.—L. Smiddy, mgr. Burnside Eltr. Co.

Bondville, Ill., Mar. 25.—Considerable corn back in farmers' hands, very few oats back. Oats sowing has just commenced.—M. A. Kirk, mgr. Hitch & Kirk.

Monticello, Ill., Mar. 25.—Most farmers are busy sowing oats; 40% of the corn, 5% of the oats still in farmers' hands.—W. L. Finson, mgr. Jacobsen, Beall & Co.

Hoopeston, Ill., Mar. 31.—Oats sowing just commenced, 10% more being sown than last year, ground in fine condition.—John Petry, Hoopeston Grain & Coal Co.

Hoopeston, Ill., Mar. 31.—Very little grain moving, 25% of the corn and 15% of the oats in farmers' hands.—H. C. Finley, mgr. Illinois Lbr., Grain & Coal Co.

Odell, Ill., Apr. 6.—About 50% of the corn, 25% of the oats in farmers' hands, nothing moving at present, expect a heavy movement of corn in May.—C. A. Vincent.

Charleston, Ill., Mar. 28.—Movement of grain is very dull at present, 30% of the corn and 12% of the oats in farmers' hands.—C. M. Griffin of G. B. & C. M. Griffin.

Mattoon, Ill., Mar. 28.—About 25% of the corn and 10% of the oats in farmers' hands. Farmers not selling; sowing oats.—W. M. Quinn, mgr. Mattoon Farmers Grain Co.

Seymour, Ill., Mar. 25.—Very little grain moving; farmers sowing oats and preparing ground for corn; 35% of the corn and 10% of the oats in farmers' hands.—James Karr.

Atlanta, Ill., Apr. 7.—Farmers have been delayed in sowing oats on account of rain, about 50% already sown, will sow balance as soon as weather permits.—J. H. Hawes.

Lexington, Ill., Apr. 7.—Very little grain moving at present, do not look for a heavy movement until May, 50% of the corn and 20% of the oats in farmers' hands.—J. J. Kemp.

Munster sta., Garfield p. o., Ill.—Oats went into the ground in fine condition, about 50% already sown, farmers will start again as soon as weather permits.—T. M. Hoarty.

Humboldt, Ill., Mar. 29.—Farmers busy sowing oats at present and not very much grain coming to market; 25% of the corn and 8% of the oats in farmers' hands.—J. M. Ernst.

Newton, Ill., Mar. 29.—Farmers are preparing ground for corn planting, there will be an increased acreage over last year, about 25% more oats sown than last year.—E. T. Martin.

Dwight, Ill., Apr. 6.—About 45% of corn and 25% of the oats in farmers' hands. Oats sowing delayed by rain, about one-half of the oats in ground.—R. A. McClelland, Boston & McClelland.

Hutsonville, Ill., Mar. 27.—Corn is moving some. Wheat looks fairly good. Yesterday's rain was good for the wheat, oats and meadows.—C. A. Trueblood agt. for Hurst Bros. & McNutt.

Kempton, Ill., Apr. 5.—Our county is full of corn but out of condition on account of moisture; think 60% of crop is in farmers' hands and about 20% of the oats. Business very quiet.—Shearer & Rickards.

Cooksville, Ill., Apr. 3.—Ground in fine condition and farmers will begin planting corn as soon as weather permits. Very little grain moving at present.—R. W. Leetch, mgr. Cooksville Grain Co.

Wenona, Ill., Apr. 5.—Practically half of the oats have been sown, went into the ground in fine condition; farmers will start sowing again as soon as weather permits.—H. A. Stotler, mgr. Taggart & Stotler.

El Paso, Ill., Apr. 4.—Most of the oats have been sown, smaller acreage than last year; farmers sowing spring wheat in place

of oats. They have just commenced preparing ground for corn.—M. L. Miller.

Cooksville, Ill., Apr. 3.—Oats went into the ground in fine condition, usual acreage. Wheat looks good, small acreage; 25% of the corn and 15% of the oats still in farmers' hands.—E. G. Hayward, mgr. Hayward Bros.

Chenoa, Ill., Apr. 4.—About 75% of the corn and 50% of the oats in farmers' hands. About one-half of the oats are in the ground. Corn planting will start in five or six weeks. A. V. Dorman, mgr. Harrison Bros. & Dorman.

Urbana, Ill., Apr. 6.—Of replies from 526 stations in 57 counties in the corn and oats territory of Illinois, in regard to wheat 470 report 5.1% remaining to be shipped from their stations; 412 report 88.56% as condition of growing wheat; 465 report wheat acreage of 116¼%, compared with that of last year; 41% of those reporting say no wheat at their stations; 52%, from 1% to 10%; and 7% report from 10% to 5%. Concerning oats 516 report 21.28% remaining to be shipped from their stations; 486 estimate an oats acreage of 95.51% compared with that of last year; 3% of those reporting say no oats at their stations; 26% say from 1% to 10%; 70% from 10% to 50%; 1% report more than 50%. In regard to corn 522 report 33.18% remaining to be shipped from their stations; 2% of those reporting say no corn at their stations; 7% report from 1% to 10%; 43%, from 11% to 30%; 48% from 30% to 95%. About 75% to 80% of oats seeding is completed. Soil and moisture conditions excellent.—S. W. Strong, sec'y Ill. Grain Dealers Ass'n.

INDIANA.

Indianapolis, Ind.—With the added moisture of the last week growing wheat is considered safe and the prospect for a good yield is much better than at the corresponding date last year.—F.

IOWA.

Rock Rapids, Ia., Mar. 29.—All the barley and most of the corn shipped out. A good many oats; farmers holding for higher prices.—S. A. Nelson, mgr. Farmers Eltr. Co.

Elkhart, Ia., Apr. 1.—Very dry; farmers are beginning to sow oats. Wheat most all in. Winter wheat in fair condition altho some pieces are very thin, but if they stool out well will make a good crop.—J. J. Sketoe.

Wesley, Ia., Apr. 4.—Considerable wheat has been sown but seeding has been stopped on account of the weather. Fields are in good condition to finish seeding as soon as snow goes. Present prospects promise one of the best crops for years.—Fred Anderson, agt. Hunting Eltr. Co.

Sioux City, Ia., Apr. 7.—About 40% of the oats crop tributary to Sioux City and between 30% and 40% of the corn still in growers' hands; they show no disposition to let go and buyers believe they will not unless a marked jump is made in price until it becomes certain this season's crops are assured. Country eltrs. have no corn but large stocks of oats, on which many are likely to lose unless better prices develop. Reports indicate a reduced corn and oats acreage that will be planted to wheat and barley. Estimated production: Corn, 5%; oats, 10%. Weather has been favorable for wheat seeding and winter wheat reported in best condition for several years. Plentiful precipitation last week revived farmers' drooping spirits. Drouth had made them pessimistic.—John J. Biddison.

KANSAS.

Fowler, Kan., Apr. 7.—In this part of the state wheat is in as good condition, if not better, than at this time last year.—J. B. McClure.

Olmitz, Kan., Apr. 3.—Growing wheat is in good condition, better than at this time last year. About 25% of the wheat back in farmers' hands.—M. V. Paulus, mgr. Lindsborg Mfg. & Eltr. Co.

Morganville, Kan., Apr. 1.—Wheat in good condition with plenty of moisture for it so far. About 20% of the old wheat

back in farmers' hands; some moving at 80c. Some corn moving at 40c. Quite a large acreage of oats sown this spring.—E. Engberg, mgr. Farmers Eltr. Co.

KENTUCKY.

Eminence, Ky.—Wheat looks fine and prospects for a good crop were never better at this season of the year.—Eminence Mfg. Co.

Frankfort, Ky.—The Kentucky commissioner of agriculture reports April wheat condition 95% with prospect good; December condition, 90%; last April, 94%; July, 87%; crop last year, 10,000,000 bus. of wheat; acreage, 96%; rye condition, 94%; acreage, 92%.

MICHIGAN.

Tekonsha, Mich., Apr. 6.—Wheat looks good.—W. B. Abrams.

Lansing, Mich.—The commissioner of agriculture reports the April wheat condition at 87%, against 96 in December, and 88 a year ago. The crop suffered during March. Condition of rye, 90% against 92% a year ago.

MINNESOTA.

Erskine, Minn.—Crops here were good except barley and oats, also a light crop of potatoes.—J. B. Peterson, agt. St. Anthony & Dak. Eltr. Co.

Fairmont, Minn., Apr. 6.—Farmers are waiting to seed oats. Wheat about all sown on nearly double the acreage of last year.—G. F. Hine, agt. Western Eltr. Co.

Fariabault, Minn., Apr. 8.—Farmers encouraged by moisture, were rather blue until it came. Some wheat still in farmers' hands; all oats were used locally and some had to be shipped in.—B. J. Sheridan, mgr. Farmers Eltr. Co.

Minneapolis, Minn., Mar. 28.—In the three northwestern states, crop conditions today appear very promising. Last fall the ground was much more thoroughly worked than ever before and a much greater amount of fall plowing accomplished. Less moisture was in the ground when it froze up in South Dakota than in Minnesota and North Dakota, and in all three states the ground froze without snow protection. In northwestern Minnesota and in North Dakota the frost line was very deep, in some places nine feet below the surface. Last week wheat seeding had only just begun in South Dakota and some parts of southern Minnesota. It should be general in all three states by Apr. 1, weather permitting. Recent rain and snow furnished ample moisture to germinate seed and with a reasonable amount of precipitation a good crop should be produced.—The Van Dusen-Harrington Co.

MISSOURI.

Columbia, Mo., Apr. 1.—The condition of wheat for the entire state is placed at 91, compared with 67.5 one year ago and 86.8 for an 8-year April average. The acreage of oats is estimated to be 99.4%; compared with last year's crop of 755,754 acres. Only 49.3% is in; compared with 89.7% seeded one year ago. Reports indicate 27.9 of the corn land has been plowed as compared with 26.6% one year ago.—T. C. Wilson, sec'y Missouri State Board of Agri.

NEBRASKA.

Wausa, Neb., Mar. 24.—The oats acreage will be cut 10% and a little wheat tried. More corn and tame hay.—C. J. Johnson, agt. Saunders-Westrand Co.

N. DAKOTA.

Surrey, N. D., Apr. 5.—Some work done in the fields in the last days of March. A light snow has fallen from Mar. 31 until today. Prospects fine for a good crop. Plenty of seed grain here. Feed being shipped in at a very reasonable price.—E. H. Ray.

OHIO.

Lima, O., Apr. 6.—The movement of corn is light and will be light for several weeks. Feeders are needing ear corn again and "scoopers" are getting busy.—T. P. Riddle.

Columbus, O., Apr. 1.—The condition of the wheat is estimated at 84% of an average or 4% less than a month ago and 83% at this time last year. The percentage of last year's crop still in the farmers' hands

is 19%. The condition of corn in the crib is poor, considerably due to cribbing before maturity. Seed corn will be very scarce.—Ohio Dept. of Agri.

OKLAHOMA.

Oklahoma City, Okla., Mar. 28.—A great many of the daily papers thruout the country continue to publish articles regarding damage being done in Oklahoma by the green bug. In every instance we have followed these reports up and find that they are without foundation.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Oklahoma City, Okla., Apr. 1.—The condition of winter wheat is placed at 54.6% compared with 49.1% March 1 and 92 a year ago. The condition of wheat in the 25 wheat-producing counties is 58.6% which is 4% over the average. Most of the counties show an improvement over the conditions of last month. Comparatively little damage is shown from the green bug except in Cherokee county where the loss from the pest is estimated to be 25%. The acreage of oats shows an increase over last year of 45%.—Okla. Dept. of Agri.

Oklahoma City, Okla., Mar. 27.—Reports from the following principal wheat-growing counties of the state show the average condition of the wheat in each: Alfalfa Co., 50% of last year; Blaine Co., 50% of last year; Beaver Co., 65% of last year; Caddo Co., 85 to 90% of normal; Comanche Co., an average crop; Carter Co., an average crop; Custer Co., 65% of half the usual acreage; Craig Co., 100% of a doubled acreage; Ellis Co., more than the average; Greer Co., 30% of normal; Grant Co., 60%; Grady Co., an increased crop; Garfield Co., nearly an average; Harper Co., 65%; Harmon Co., 30% normal acreage, favorable prospects; Jackson Co., 30% normal acreage, prospects favorable; Kingfisher Co., 75%; Major Co., 60%; Kiowa Co., 60%; Kay Co., 70%; Logan Co., 50%; Noble Co., average condition; Ottawa Co., condition fine; Wagoner Co., conditions good; Woods Co., 50%; Washita Co., conditions fair.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

TEXAS.

Fort Worth, Tex., Mar. 28.—Weather thruout this month has been quite favorable to growing crops, and considerable improvement in the condition, both of wheat and oats, is reported from nearly all sections of Texas. The grain outlook is especially favorable around Abilene, but other sections of west Texas are not so good. In central and north Texas, great improvement in condition is reported. I estimate 75% of a normal wheat crop in Texas and anticipate an average crop of oats. I do not think that more than 1% to 2% of the wheat acreage has been abandoned and, as the government report in December gave Texas 1,334,000 acres planted in wheat, we should have at least 1,000,000 acres now standing, of which practically all should be harvested. In the eastern parts of Grayson, Collin and in Hunt counties, the wheat did not come up until in January. The same condition prevailed in a part of Johnson County, and to a smaller extent in a few other counties, but so far as I can learn, this wheat is still growing, and with a favorable weather condition during April and May, it will make some wheat. I believe a good acreage was planted in oats, and that the spring planting of oats is generally in good shape. Not a very large acreage of winter oats was planted, and I therefore think the state should have an average crop of oats this year.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

WYOMING.

Pinebluff, Wyo., April 5.—Farmers are putting out a big spring crop and fall wheat looks fine.—J. S. Moore, mgr. Pinebluff Eltr. Co.

GOVERNMENT CROP REPORT.

Washington, Apr. 10.—Winter wheat on Apr. 1 showed an average condition of 83.3% of a normal, against 80.8 a year ago, 82.2 in 1909 and 86.9 the ten-year average,

according to the report of the Department of Agriculture.

The advance in condition from Dec. 1, 1910, to Apr. 1 was 0.8 point, compared with an average decline in the last 10 years of 4.4 points.

Rye showed an average condition on Apr. 1 of 89.3% of a normal, against 92.3 a year ago, 87.2 in 1909 and 90.2 the ten-year average.

Condition by states follows:

Winter		Winter	
States.	Wheat.Rye.	States.	Wheat.Rye.
Kansas	75	75	Montana ...96
Nebraska	86	86	N. C.....89
Indiana	86	92	Texas85
Illinois	82	90	West Va....85
Missouri	91	92	S. C.....87
Penn.	87	90	Utah95
Ohio	84	86	Iowa92
Wash.	97	95	Colo.92
Okla.	55	65	Ga.90
Michigan	88	90	N. J.....91
Cal.	88	96	Ark.88
Oregon	97	98	Del.84
Maryland	81	84	Wis.85
Idaho	98	98	Ala.91
Virginia	85	83	Wyo.95
New York.....	88	88	Miss.86
Tennessee	96	88	Minn.85
Kentucky ...	89	91	

That Montana will grow 100,000,000 bus. of winter wheat a year is the prediction of Professor Shaw. Any real liars desire to try their hand?

When the grain dealer's cow got sick he gave her by mistake instead of medicine a pint of gasoline; and now instead of "Moo, moo," she goes "Honk, honk."

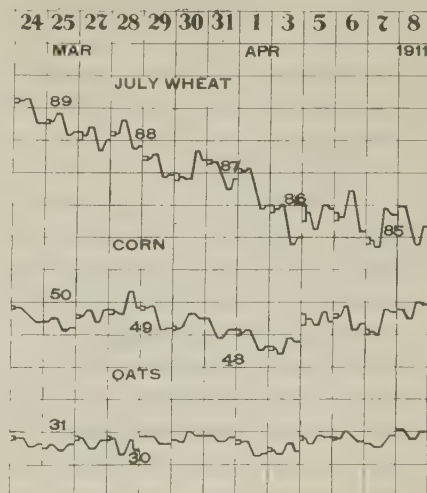
Henry L. Goemann reports that German rye has been offered lately in New York for 85c including the 10c duty. Germany is reported as ready to export considerable rye at this figure.

The Rotterdam Elevator Company of Rotterdam, Holland, has decided to build two new elevators making a total of sixteen. The company will then be able to handle 73,500 quarters of grain daily.

The semi-annual meeting of the Council of North American Grain Exchanges will be held June 28-29 at Milwaukee, Wis., which city was chosen by unanimous vote of the executive committee. Milwaukee is going to extend herself to show all a good time.

Chicago Prices

The opening, high, low and closing quotations on the active futures of wheat, corn and oats at Chicago for the past two weeks are given on the chart herewith.



SCALE INSPECTION.

BY GEO. A. WELLS.

Accurate weights are an absolute necessity.

There is only one kind of weights and that is correct weights.

There is only one class of scales that should be used, namely *first class* scales, and even first class scales can not be depended upon to perform accurate service unless properly installed on solid foundations of concrete, stone or brick, with good frame of solid wood or steel, preferably the latter.

All scales should be examined at least once a year by a competent expert, and an expert is not competent unless he can build a scale in all its parts and thoroly understands the adjustment multiplication of levers, the scale of the beam, and so forth.

The scale is the most important item of all the mechanical equipment of a country elevator, and yet it is simply marvelous to know of the number of country grain dealers who are indifferent about the question of accurate weights and the condition of their scales.

First class scales, even tho installed on good frames and foundations, need constant attention in order that perfect operation may not be interfered with by temporary causes, such as binding about the platform, hopper spouts or hanger rods, accumulated snow, ice or dirt in the loops, twisted levers, and so forth.

During the past seven or eight years the Western Grain Dealers Ass'n has employed a scale expert, Mr. E. J. Nolan, to whom an annual salary is paid.

We inspect and repair from 800 to 1,000 scales annually, for which we charge members \$3 and non-members of the Western Grain Dealers Ass'n \$3.50 per scale for inspection and in addition 75 cents per hour for extra time in making repairs, also the drayage when the work is done under the group plan, but when a special trip is made the charge is \$5 per day for the time of the expert together with all of the expense of transportation, hotel, drayage, and so forth.

We do all ordinary repairing, such as sharpening the steel bearings or replacing the new steel without the necessity of shipping the scales to the factory, thus doing a service oftentimes from \$5 to \$8 that would cost \$15 to \$25 if the scale were shipped to the factory, to say nothing of the inconvenience of being deprived of the use of the scale.

Our scale inspection work is done by following each line of railroad separately, making up group lists of the stations in about the same regular order each year, so that the stations will be visited by the expert at regular annual intervals as nearly as possible.

We include in our list all scale owners and mail to each scale owner a blank application for scale inspection with the regular circular letter soliciting the application, also enclose an addressed envelope for prompt reply.

If we should fail to receive a sufficient number of applications in a particular group to give the necessary earnings to pay the expenses, we might conclude not to do the work in such a group, but this result seldom occurs.

THE EXPENSES connected with this work include salary of the expert, transportation for him and the test weights, drayage, hotel, livery, telegrams and telephone.

We used 1,000 pounds (20-50 lb. weights) of test weights until the last two years we have used 600 pounds,

which we ship mostly as baggage. Our test weights being packed two 50-lb. weights in a strong wooden case made expressly for the purpose.

The shipping and handling of the test weights is difficult and expensive unless well arranged.

It costs us about \$10 per day to keep our expert on the road, thus it will be appreciated that it is necessary for him to inspect about three scales per day on an average in order to earn sufficient income to meet the expenses, which does not include clerical work in the office, postage, stationery, etc., that is considerable of an item.

LAST YEAR our scale inspection account showed a gain of about \$200 on about 900 scales, while the year previous we had a loss of about that amount. In fact, we have just about averaged even on the account during the seven years that we have been doing this work, not, however, allowing anything for clerical work in the office, postage, stationery, and so forth.

We find it necessary to urge upon our members the necessity and benefit of the annual inspection and that we cannot maintain the low basis of charges established unless we have the regular annual patronage of all scale owners.

We do not feel under any particular obligations to a member who simply has his scales inspected when he thinks it is necessary. On the other hand we are inclined to accommodate the member who has his scales inspected annually at our convenience.

The first two or three years we were called upon to make numerous special trips, but the annual inspection work resulted in educating the scale owners to a better knowledge of scales, and of the necessity of good scales well installed, so that we now have very few emergency cases that necessitate special trips, and we find comparatively few scales that are in bad condition, most of the defects being slight variations because of wear on the bearings.

WE HAVE GIVEN our inspector very positive instructions to do his work from the standpoint of public supervision, and under no conditions or circumstances to consent to adjust a scale except to leave it in perfect seal, so that the weights given will be correct and just as between the buyer and seller, and we do not, under any circumstances, yield or sacrifice the idea of upholding the standard of what we consider to be our moral responsibility to the public in doing this work.

We use blank forms of scale inspection reports that are printed in blocks numbered consecutively with four copies to each number, the original and three copies. The original is retained by the inspector, one copy given to the scale owner or operator at the time the scale is inspected, and two copies are sent to our office, one of which is placed on file and in case of a line elevator, coal or lumber company, a copy is attached to the invoice for the charges and mailed to the general office of the company, thus giving them a copy of the report for their files as well as a copy to their agent.

On each scale that is left in first class condition we post at the time of inspection a certificate of inspection showing the date inspected and so forth.

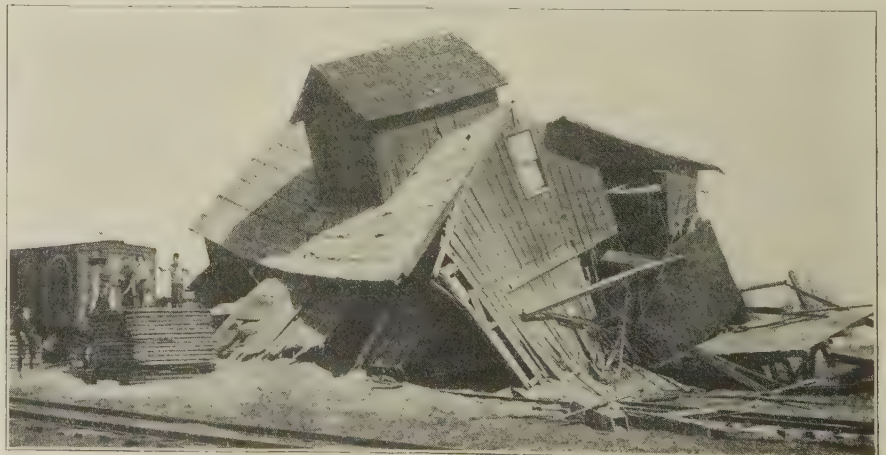
WE CONSIDER our scale inspection bureau one of the most valuable features of the work of our Association, but it requires very careful attention and much work on the part of the Secretary in order to be successfully and satisfactorily done.

A thoroly competent scale expert is absolutely necessary if good work is to be accomplished. An amateur may be able to discover and locate a defect in a scale, but it takes an expert who has had a thoro experience in the factory intelligently to remedy the defect.

We have found the good condition of our scales resulting from our inspection work to be of much value in collecting of freight claims for loss in transit. In fact, I think there has been a material reduction in the number of such claims since our scales have been put in good condition. When we have a claim presented for loss in transit we always refer to our files to ascertain the condition of the scales when last tested, and it will be readily appreciated that a claim can be presented for loss in transit with greater force and confidence than if there is a possibility that the shipper's scale was not in perfect weighing condition.

Buckwheat amounting to 193 lbs. was exported during the seven mos. prior to Feb. 1; compared with 117,991 bus. in the seven mos. prior to Feb. 1, 1910. Evidently foreigners do not like our scratching cereal.

"How to raise more and better barley" is the title of a 12-page folder being circulated among farmers in the barley growing states by Bert Ball, sec'y of the Crop Improvement Committee of the Council of North American Grain Exchanges.



Collapsed Elevator of Ed. Metzger & Co., at Gerlaw, Ill.
[For description see facing page.]

ILLINOIS SENATE REMOVES BAR AGAINST OPTIONS.

The vote by the Illinois senate Apr. 5, of 35 to 7 in favor of Senator Clark's bill to permit dealing in options, is very gratifying to residents of Illinois who wish to see Chicago continue to be the world's greatest grain market.

Many years ago, as a piece of spite-work, a bill was enacted in the Illinois legislature with the purpose of killing the business of dealing in grain on the Board of Trade. It failed of its purpose, however, as it specifically mentioned only options, not futures, and trading in the latter continued. The courts construed this law to permit trading in real estate options, because they were not specifically mentioned as was grain, in the prohibition.

In all other states of the union trading in options rests on the common law, being prohibited only in Illinois, thereby working an unfair discrimination against Chicago in competing for the world's trade. For example an exporter at Baltimore desiring to accept an offer from Europe would desire to protect his sale for export with a purchase of an option in the Chicago market. The Chicago broker, under the law is obliged to tell him: "We can not buy the upward indemnities for you here; but can send your order to purchase to St. Louis, Kansas City or Minneapolis."

Illinois grain dealers who wish to see their state retain the distinction of possessing the world's greatest grain market will further all legitimate interests by writing their representatives in the Illinois house to vote for the bill. The same bill was introduced in the house by Representative D. B. Miller of Casey and is still in committee. As amended the anti-bucketshop and anti-gambling sections of the statute will continue in full force and effect. Options are made lawful when actual delivery is intended; and it is declared that the broker who innocently makes a trade in grain for a customer shall not be deemed the winner of any money lost. The bill follows, the amendment in bold face type:

SENATE BILL NO. 271.

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That Sections 130 and 132 of an Act entitled, "An Act to revise the law in relation to criminal jurisprudence," approved March 27, 1874, in force

July 1, 1874, be amended so as to read as follows:

Section 130. Whoever contracts to have or give to himself or another the option to sell or buy, at a future time, any grain, or other commodity, stock of any railroad or other company, or gold, where it is at the time of making such contract intended by both parties thereto that the option, whenever exercised, or the contract resulting therefrom, shall be settled, not by the receipt or delivery of such property, but by the payment only of differences in prices thereof, or whoever forestalls the market by spreading false rumors to influence the price of commodities therein, or corners the market, or attempts to do so in relation to any of such commodities, shall be fined not less than \$10, nor more than \$1,000, or confined in the county jail not exceeding one year, or both; and all contracts made in violation of this section shall be considered gambling contracts, and shall be void.

Section 132. Any person who shall, at any time or sitting, by playing at cards, dice or any other game or games, or by betting on the side or hands of such as do game, or by any wager or bet upon any race, fight, pastime, sport, lot, chance, casualty, election or unknown or contingent event whatever, lose to any person, so playing or betting, any sum of money, or other valuable thing, amounting in the whole to the sum of \$10, and shall pay or deliver the same or any part thereof, the person so losing and paying or delivering the same, shall be at liberty to sue for and recover the money, goods or other valuable thing, so lost and paid or delivered, or any part thereof, or the full value of the same, by action of debt, replevin, assumpsit or trover, or proceeding in chancery, from the winner thereof, with costs, in any court of competent jurisdiction. In any such action at law it shall be sufficient for the plaintiff to declare generally as in actions of debt or assumpsit for money had and received by the defendant to the plaintiff's use, or as in actions of replevin or trover upon a supposed finding and the detaining or converting the property of the plaintiff to the use of the defendant, whereby an action hath accrued to the plaintiff according to the form of this Act, without setting forth the special matter. In case the person who shall lose such money or other thing, as aforesaid, shall not, within six months really and bona fide, and without covin or collusion, sue, and with effect prosecute, for such money or other thing, by him lost and paid or delivered, as aforesaid, it shall be lawful for any person to sue for, and recover treble the value of the money, goods, chattels and other things, with costs of suit, by special action on the case, against such winner aforesaid; one-half to use of the county, and the other to the person suing. No person who accepts from another person for transmission, and transmits, either in his own name, or in the name of such other person, any order for any transaction to be made upon, or who executes any order given to him by another person on, any regular board of trade or commercial or stock exchange, shall, under any circumstances, be deemed a "winner" of any moneys lost by such other person in or through any such transactions.

COLLAPSE OF AN ILLINOIS ELEVATOR.

One of the most complete wrecks of a grain elevator ever pictured in the columns of the Grain Dealers Journal occurred at Gerlaw, Ill., on the night of Mar. 22.

During the day much grain had been loaded into the house. In the evening a freight crew switching near the house heard the corn leaking thru the building and notified the railroad agent, who with Manager R. B. McReynolds, rushed into the building to investigate. While inside the timbers creaked ominously and they escaped just as the building settled to one side, as shown in the engravings herewith.

Scattered over the ground and the side track were the contents, comprising 2,230 bus. corn, 1,000 bus. oats and 950 bus. wheat. Not a stick of timber was left upright. The roof broke in the middle and all came down in a heap. The ruins will be removed and an entirely new house of larger capacity erected on the site by Ed Metzger & Co., whose headquarters at Alexis, Ill.

The house was built over 30 years ago and had been leaning for some time. Last fall it was repaired and was thot to be safe. Mr. Metzger, who bot the property of Manager McReynolds, having expended \$500 in repairs. The machinery was run by horse power until a year ago, when an engine was installed. Mr. Metzger estimates his loss at \$2,500, with no insurance.

ILLINOIS DEALERS OPPOSE MOISTURE TEST.

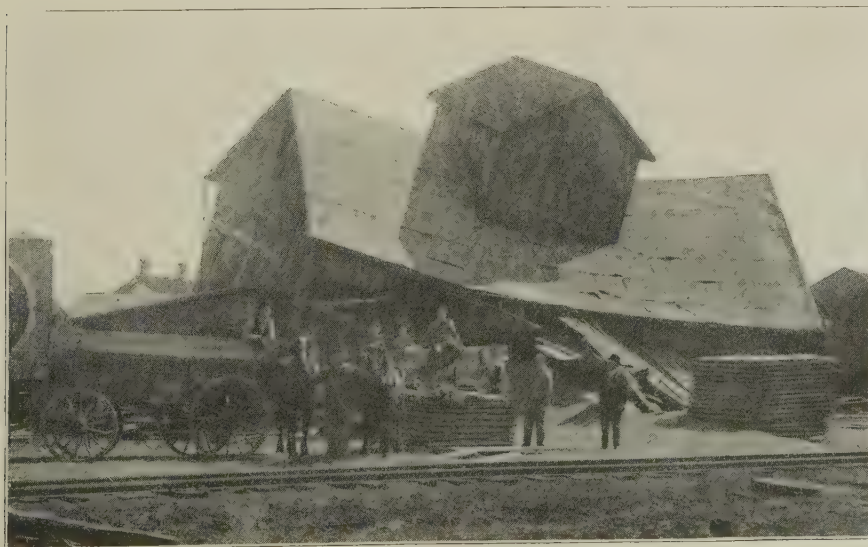
At a large meeting of Bloomington grain dealers and local dealers from the surrounding territory, held in Bloomington, Ill., Apr. 6, with R. C. Baldwin as sec'y, the sense was that the application of the moisture test as the sole determining factor in grading corn under winter conditions had caused great loss to dealers as individuals, and to farmers of the states as a whole, the records showing that only a relatively small proportion of the corn shipped on the market during the winter months had graded No. 3 in Chicago, and in practically every case where cars failed to grade, the excess of moisture was the sole complaint.

The last crop on the average was the best in all qualities of any crop in recent years, and the dealers are a unit in believing that the small percentage of corn grading No. 3 is due to the strict adherence to the moisture test, and that the limit of moisture permitted is too low; hence, the following resolution was passed unanimously:

Resolved, That this meeting go on record as being opposed to the present rule of the State Railroad Warehouse Commission making the moisture test the sole determining factor in the grading of corn on this crop during the winter season.

Baltimore received 3,100 bus. of clover seed in March and shipped 367; compared with 7,096 bus. received and 138 shipped in the same month last year.—James B. Hessong, sec'y Board of Trade.

Among the subjects to be discussed at the semi-annual meeting of the Council of North American Grain Exchanges at Milwaukee, June 28 and 29 are specific amendments to the constitution, the work of the crop improvement committee and the decision of the U. S. court against the authority of state inspection certificates in the case of the Hall-Baker Grain Co., at Kansas City, Mo.



Collapsed Elevator of Ed. Metzger & Co., at Gerlaw, Ill.

Seeds

Clover seed is all gone in this section.—W. B. Abrams, Tekonsha, Mich.

E. C. Johnson & Co. have succeeded the Sheap-Johnson Seed Co., of Harrisville, Mich.

Julius Loewith is now representing Conrad Appel, seed dealer of Darmstadt, Germany, with offices at New York.

The Farmer Seed & Nursery Co. has succeeded the Farmer Seed Co., of Fari-bault, Minn. Wm. Kueker is pres. and mgr.

The condition of clover for seed April 1 was placed by T. E. Wilson, sec'y of the Missouri State Board of Agri. at 91.4%.

Wichita received 2,000 bus. of cane seed in March and shipped the same amount.—Jas. H. Sherman, sec'y Board of Trade.

Rogers Bros., of Alpena, Mich., have been granted a trade mark on the monogram, R B, for peas, beans, wheat, oats, rye, barley and corn used as seeds.

The Canadian government is preparing to distribute seed grain valued at \$325,000 to the farmers of Manitoba, Saskatchewan and Alberta, whose crops were short last year.

Duluth received 36,778 bus. of flaxseed in March and shipped 25,913; compared with 59,092 bus. received and 63,729 shipped in the same month of last year.—Chas. Macdonald, sec'y Board of Trade.

Minneapolis received during March 231,630 bus. of flaxseed and shipped 34,590 bus.; compared with 826,200 bus. received and 111,870 shipped in March last year.—John G. McHugh, sec'y Chamber of Commerce.

A 4-page illustrated leaflet has been issued by the Iowa Exp. Sta., Ames, describing dodder, buckhorn, shoo-fly, wild carrot and chicory plants, with practical advice to farmers on the extermination of these weeds.

Ten wagon loads of alfalfa seed weighing about 40,000 lbs. were delivered recently by one grower, Henry Koen, to the Lamar Seed Co. at Lamar, Colo. This is the largest delivery in one day by one grower in that part of the country.

Seed testing has been begun at the Connecticut Agricultural Experiment Sta., New Haven, Conn., by Dr. E. H. Jenkins, with Miss Mary H. Jagger as assistant. The latter has taken a course in the seed laboratory of the Dept. of Agriculture at Washington.

A bill has been introduced in the Minnesota legislature by O. Hauge, and passed by the House Mar. 28, requiring all seed packages to be labeled stating vitality, origin and percentage of purity, and authorizing the state experiment station to enforce its provisions.

An appropriation of \$5,000 for the purchase of flower and vegetable seeds provided for in a bill recently introduced in the Minnesota legislature by Albert Pfaender. The seeds are to be distributed to indigent children to interest them in horticulture and gardening.

A shortage of good flax seed is indicated in all three states and of good seed barley in North Dakota, owing to the high prices these grains brot last year. South Dakota seems well supplied with

seed barley but somewhat short of oats.—The Van Dusen-Harrington Co., Minneapolis, Minn.

To supply the needy farmers of Burleigh County with seed the county commissioners have recently let a contract to the Great Western Elevator Co., of Minneapolis, Minn., which was the lowest bidder, for 10,000 bus. of oats at 45 cents per bu., and 10,000 bus. of wheat at \$1.18 per bu. f. o. b. Bismarck, N. D.

A seed dealer of London, Eng., writes C. A. King & Co.: Clover seed trade in England very disappointing. While trade seems to be in a bad way, it appears that production in England has vastly increased and consumption does not keep pace. The reason English farmers have increased cultivation is because it pays them better than growing other produce.

L. Davies, state dairy and food commissioner of the state of Washington, is making arrangements for a campaign against impure and adulterated seeds. The last legislature provided the funds, and Mr. Davies will establish a seed testing laboratory at the University of Washington to examine seed samples taken by an expert who will go among the dealers thruout the state.

Flax for seeding can be completely freed of weed seeds by the elevator separator or fanning mill; and Professor H. L. Bolley of North Dakota states there is no excuse for sowing weeds with flax, the only exceptions being the mustard known as false flax and pigeon grass. By making an offer to farmers to clean their flax and other seed grain the grain dealer will benefit himself as well as the farmer.

The Relation of Crown-Gall to Legume Inoculation is the subject of Circular No. 76 issued Mar. 30 by the Bureau of Plant Industry of the U. S. Dept. of Agriculture, in which Karl F. Kellerman shows the necessity of distinguishing between the useful nitrogen-fixing bacteria and the harmful crown-gall, *Bacterium tumefaciens*, finding a favorable host in the plants of alfalfa, crimson clover and alsike clover.

March clover seed went out like a lamb. Some bulls had a notion there would be fireworks at the finish. They still have their seed as no shortage developed. Those who sold while the shorts wanted it were the winners. Now that the March contracts are all filled, little can be said about the market. We expect to see lighter receipts from now on, and possibly our stocks will all be used before the season ends.—J. F. Zahm & Co.

The March deal in clover seed at Toledo is a closed chapter and while prices did not maintain the early high level of \$9.45 at which the shorts went under cover, the closing at around the \$9 mark leaves the market in a healthier state and at a price level which has been, so to speak, the average so far this season—one reflecting the crop situation and likely not to change much from this basis the balance of the season.—Crumbaugh-Kuehn Co.

Cincinnati received during March 8,886 bags of clover seed, 3,415 of timothy and 13,131 of other grass seeds; compared with 7,889 bags of clover seed, 7,582 of timothy and 18,005 of other grass seeds in March, 1910. Shipments during the month included 7,535 bags of clover seed, 4,373 of timothy and 13,412 bags of other grass seeds; compared with 6,620 bags of clover, 6,955 of timothy and 17,448 of other grass seeds shipped during March,

1910.—C. B. Murray, supt. Chamber of Commerce.

London, Eng., Mar. 27.—The actual spring seed sowing demand is now on. English red clover still come out in all qualities, and holding their own with the new French offering. Alsikes unchanged in English, Canadian and German seed. Whites and trefoils scarce and firm. Provence lucerne stocks in narrow compass, price very firm. In grasses: French-Italian, Irish-Italian and perennials unchanged. New Zealand cockstoot and meadow fescue firm. Spring tares in good demand; prices reasonable.—John Picard & Co.

Toledo received during the week ending April 1, 1,568 bags of clover seed and 448 of alsike; against 5,005 bags of clover and 396 of alsike during the corresponding week of last year. The total received this season to date amounts to 64,558 bags of clover and 9,972 bags of alsike; against 63,546 of clover and 11,884 of alsike received last season. Shipments for the week amounted to 4,357 of clover, against 5,616 bags a year ago. The total shipped to date this season amounts to 58,600 of clover, compared with 66,097 last season. During March Toledo received 11,360 bags of clover; compared with 18,217 in March, 1910. Shipments for the month were 24,293 bags of clover; compared with 28,683 bags during March, 1910.

Chicago received during the week ending Apr. 8, 8,000 lbs. of timothy seed, 81,600 lbs. clover seed, 125,200 lbs. other grass seed and 22,000 bus. flaxseed; against 1,262,754 lbs. timothy seed, 41,438 lbs. clover seed, 878,621 lbs. other grass seed and 27,000 bus. flaxseed during the corresponding week of 1910. Shipments for the week have been 367,700 lbs. timothy seed, 34,000 lbs. clover seed, 258,600 lbs. other grass seeds and 3,000 bus. flaxseed; against 1,595,000 lbs. timothy seed, 37,500 lbs. clover seed, 1,245,450 lbs. other grass seed and 4,149 bus. flaxseed for the corresponding week a year ago. Chicago received 47,000 bus. and shipped 6,000 bus. of flaxseed during March compared with 76,000 bus. received and 14,450 bus. shipped during March, 1910.

Imports of clover seed during the 7 mos. prior to Feb. 1, were 15,834,490 lbs.; compared with 8,359,956 lbs. during the corresponding 7 mos. of 1910. Exports of domestic clover seed were 3,571,213 lbs.; compared with 5,868,957 in the 7 mos. prior to Feb. 1, 1910. Exports of foreign clover seed during the 7 mos. prior to Feb. 1, 1911 were 5,950 lbs.; compared with none exported during the corresponding period of 1910, according to O. P. Austin, chief of the Bureau of Statistics. Imports during the 7 months prior to Feb. 1 included 186 bus. flaxseed, 5,835,090 lbs. of timothy seed and other grass seed to the value of \$210,045; compared with 64,638 bus. of flaxseed, 16,673,499 lbs. of timothy seed and other grass seed valued at \$510,940 during the 7 mos. prior to Feb. 1, 1910.

Eastern demand will decide the April price of clover seed. It has been disappointing in March, but some well-posted dealers expect a liberal demand in April. Imports from Europe and Canada have supplied some of the demand. Eastern farmers have not been as prosperous as their Western brethren and the comparatively high price may restrict the demand a little. March premium has attracted most of the surplus seed to Toledo from the interior. April receipts are expected to be small. Next crop has not secured a good start in Ohio and Indiana, which

are generally the big producers. Stock left at Toledo is about 13,000 bags and mostly held by stubborn bulls. Cash will continue at premium over April, which may not be delivered until late in the month. April trades are not large, consequently speculation will not be as great a factor as it was in March.—C. A. King & Co.

SELLERS OF SEED CAN NOT EVADE LIABILITY IN NORTH DAKOTA.

A number of elevator companies have issued blank forms to be signed by the buyer of seed, intending to relieve themselves of the duty to label the bins in the elevators "uncleaned seed," or to label the sacks provided by the buyer. The blank is in the following form:

"Station 19.....
"Witnesseth: That I have this day bought from the elevator company, at their elevator bushels of which I intend for seeding purposes, and this is to especially acknowledge that said was in no way warranted to me, either as to cleanness or quality, and that I do not and shall not in any way hold the elevator company or its agent responsible in the premises, nor in any way liable to me for damages in the possible event of said being foul; that I have bought said on my own risk as to its character and fitness for seeding purposes.
"Signed
"Witnesses:

Professor H. L. Bolley of the North Dakota Agricultural College, in reply to an inquiry by one of the elevator companies as to whether the release blank meets the requirements of the law recently wrote as follows: It is my understanding of common law that no parties can legally enter into a contract to break law, and that is essentially what you would be doing in the so-called seed release. The pure seed law is not made to protect just the buyer and the seller, but also the community. It is a matter of business of all of the farmers of the state and not a matter of the individual farmer and the company that happens to be selling the seed to him; therefore, your contract, if I understand the matter right, would not hold in law and might only serve to cause you all the more trouble. The law does not ask much of those who enter into the business of selling seed. It simply requires that, if they sell seed for sowing purposes, they label the same.

Under section No. 1 it calls for the name of the firm selling the seed and the commonly accepted name of the kind and variety of seed. Under section No. 6, it tells how persons engaged in selling seeds should label those seeds which they are unable to clean to their satisfaction, stating definitely that the bins and subdivisions of the granary in which such seeds are stored when offered for sale, should be marked uncleaned seed, if they are not cleaned to such extent as you are willing to stand for. Section 6, also states that when such uncleaned seeds are sold, they should be definitely marked uncleaned seeds and that they should not be delivered within the state for sowing purposes without the consent of the purchaser.

There is no way that you can protect yourself against the North Dakota seed law except to comply with it.

In section 3 you will learn of the seeds which you ought not in any case sell; viz.: Quack grass, Canada thistle, sow thistle and dodder.

The labeling clauses are enacted not for the benefit of the purchaser alone

but that inspection may take place without inconveniencing all parties concerned.

If such seeds are shipped about the country without being labeled, they are supposed to be sold for feed, forage or manufacturing purposes. If you are selling seeds for sowing purposes, whether clean or unclean, the packages, bins and bulk lots should bear your label.

FROM THE SEED TRADE.

Southern Seed Co., Louisville, Ky.: Our trade on seeds during the Spring season has been very satisfactory. The total volume has been somewhat larger than last year. The sales of timothy seed have not been quite so large, very likely on account of the very high price which this variety of seed is bringing at the present time.

We do not think any large stocks of seeds are being carried over in this section, for the reason that most seeds are very high in price and dealers do not feel like carrying large stocks at present high figures.

Farmer Seed & Nursery Co., Faribault, Minn.: Blue grass is very scarce and, on account of the high price, is bought by the dealers only from hand to mouth, while all the dealers seem to have a fair supply of the medium red clover, alsike and alfalfa. Apparently, there won't be any shortage of these seeds. Quite a little of the medium and mammoth red clover is still in the hands of the farmers who are hanging on to it for higher prices.

Timothy is practically all in the dealers' hands, but little being held by country elevators and country dealers. The supply of this is, naturally, much smaller than it was a year ago, but there will be plenty of seed to go around. Many dealers are anxious to unload at the present high market price.

According to a decision recently rendered in the case of Bessire & Co. vs. The Corn Products Co., there is nothing legally or morally wrong in a contract to pay a rebate on the condition of continued trade. In answering the charge of the plaintiff that the Corn Products Co. was a trust and that it had agreed to give certain rebates to the plaintiff the court said that this showed no illegal combination in restraint of trade and that the defendant could not claim the benefit of the rebate on the price of goods which had been delivered to it because the trade relations had not been continued long enough for the defendant to be entitled to it.

NEW ELEVATOR AT BLANCHARD, OKLA.

Oklahoma is securing a number of new elevators and some of them contain the best and latest ideas in elevator construction. Illustrated herewith is a new plant completed at Blanchard by the Blanchard Grain and Gin Co. by J. D. McClean. The main house is 30x42 ft. and 32 ft. to the square, with a cupola 14x24, 24 ft. high. The plant has storage room for 25,000 bus. The elevator has a heavy concrete foundation and is of studded construction covered with shiplap and then covered with No. 28 galvanized steel siding.

The house contains 11 bins and the following machinery: 1 No. 13 Western Sheller, a gyrating cleaner, 1,000 bus. Richardson Automatic Scale, 1 B. S. Constant Chain Drag, 1 Constant Manlift, a 3 pair high roller meal and feed mill with scalper and reel. The dump pit in the main elevator is 15 ft. deep and affords storage room for 800 bu. of ear corn. The elevator is driven by 26 h.p. gasoline engine.

Nearby is a snap corn shelling house, 20x24 ft., 30 ft. high, which affords storage room for 4,000 bu. of ear corn. It is equipped with a snap corn sheller, a special dump, one stand of elevators 7x16. The corn is shelled in this house and conveyed to the main elevator by means of a Constant Chain Drag, while the cobs are spouted across the street and conveyed to the fuel room of the steam plant in the cotton gin.

The entire plant is lighted by electricity and is said to have a very low insurance rate because of the effort made to reduce the fire hazards.

Little Joss is a new variety of wheat originated at the University of Cambridge, Eng., which is said to yield an average of 56 bus. an acre.

We only get a crop here every other year, but we get as much in that year as we would in two years, with only half of the work. We raise as much as 72 bus. on an acre here of Turkey red wheat. —A. J. Woodward, Willow Creek, Mont. J. A. Tiedeman, Sioux City, Ia.

Paris brokers or agents de change must make a deposit of 250,000 francs, and when one becomes insolvent the other agents always liquidate his liabilities in full, so that the public has never lost. An agent de change guilty of fraud is sentenced to hard labor for life. An agent must not transact any commercial or financial business on his own account and must have no interest in any financial or commercial enterprise.



New Elevator at Blanchard, Okla.

CONSIGNING OR SELLING ON TRACK.

On pages 358 and 359 of the Grain Dealers Journal for March 10th, 1911, we published the views of a number of grain shippers in regard to consigning or selling on track. These expressions have been reproduced herewith. The views of others on the same subject are welcome.

SELL DIRECT.

Williamsport, O.—We sell all of our grain direct to mills and to consumers.—The Heffner Grn. Co.

SELL ON ARRIVAL.

Lang, Minn.—All of our grain is consigned to Minneapolis where it is sold on arrival.—Woodward & Son.

SELLS ALL GRAIN THRU COMMISSION MEN.

Montevideo, Minn.—Last year 100% of our grain was sold thru commission merchants.—Chippewa Mlg. Co.

ONLY ONE CAR CONSIGNED.

La Harpe, Kans.—Last year we sold only one car on consignment; the balance was sold on track.—J. L. Wilson & Son.

SALES DEPEND UPON THE MARKET.

Neponset, Ill.—We consign 95% of our grain because consignments generally give better results than track sales. It all depends on the market.—Mascott.

CONSIGN TO COMMISSION MEN.

Fredonia, Wis.—All of my oats last year was consigned to commission merchants. I buy all my barley by the bushel on commission.—Jos. W. Schmit.

PAYS TO SELL ON TRACK.

Montour, Ia.—Most of our grain has been sold on track, because we find that track selling almost invariably yields better results than consigning.—Cronk Bros.

CONSIGNING GIVES SATISFACTION IN GRADES.

Scribner, Neb.—We get better satisfaction in grades, etc., by consigning our grain than we do by selling on track. For this reason we consign about 95% of our grain.—Farmers Grain & Stock Co.

TRACK PRICES ATTRACTIVE.

Mabel, Minn.—We sold about 25% of last year's grain to track buyers. The prices seemed attractive, but we would have realized as much if we had consigned on the market.—Tollefson & Johnson.

HEDGE ON CONSIGNMENTS.

Luverne, Minn.—We consign more than 90% of our grain and sell some on track to go to feeders at local points. We sometimes hedge on consignments by selling some future to be taken up when grain arrives.—E. A. Brown.

FIND TRACK SELLING ALL RIGHT.

Urbana, O.—We did not consign any grain last year to be sold on arrival. Should we consign, we should do so for the benefits of storage privileges. We had no sales cancelled by track buyers

and have no fault to find with them.—W. B. Woodward.

JUSTICE ON OFF GRADES.

Illinois.—About 70% of our shipments have been consigned, and 30% have been sold on track. The track sales were made according to instruction of directors of the company. Consignments give better results because just value is given on off grades.—A.

SATISFACTORY TO SELL ON ARRIVAL.

Morris, Minn.—We seldom sell a car on track. As a rule, if a track sale proves a good one to us, the purchaser finds fault with the quality, and trouble ensues. For this reason we almost always ship and sell on arrival, which we find very satisfactory.—S. Stewart.

SHOULD KNOW THE MAN TO WHOM YOU SELL.

St. Michael, Neb.—I consigned most of my grain last year to commission firms, but sold a few cars my track. It is alright to sell on track if you know the party to whom you sell to be alright; if not, I would rather consign to a reliable firm.—G. E. Norwood.

CONSIGN ON A SPECULATIVE MARKET.

Arcola, Ind.—We consigned only about 5% of our grain last year, and sold the remainder on track and direct to feed stores. Our main reason for this was that last year prices were high and margins close, and we do not speculate on that kind of a market.—Kaough & McFadden.

NOT HIRED TO SPECULATE.

Larned, Kans.—Practically all of our grain is sold direct to mills. By so doing we get better satisfaction and better profits. There is less speculation in selling direct than in consigning, and I do not believe that a manager of a farmers' elevator is hired to speculate.—J. W. Lawrence, Mgr. Pawnee Co. Grn. & Supply Co.

SELL ON TRACK WHEN MARKET SUITS.

Milford, Ia.—Last year about 70% of my grain was sold on track before it was loaded out. If I have the grain in the elvtr. I don't have to sell until the market suits; but if I ship to the market it must be sold on arrival even if the market is low. I can hit the high points oftener and miss the low points oftener

if I have the grain in the elvtr. until it is sold.—M. S. Dewey.

NO PREJUDICE AGAINST TRACK BUYER.

Morton, Minn.—We sell very little grain on track, not because we have prejudices against it. We believe that when one can sell grain to a track buyer and save commission it is all right. But he must be sure to sell just what his sample represents or the delivery can not be satisfactory. A great deal of the prejudice against track selling may easily arise from showing too good a sample.—A. Beginner.

CONSIGN ON A STRONG MARKET.

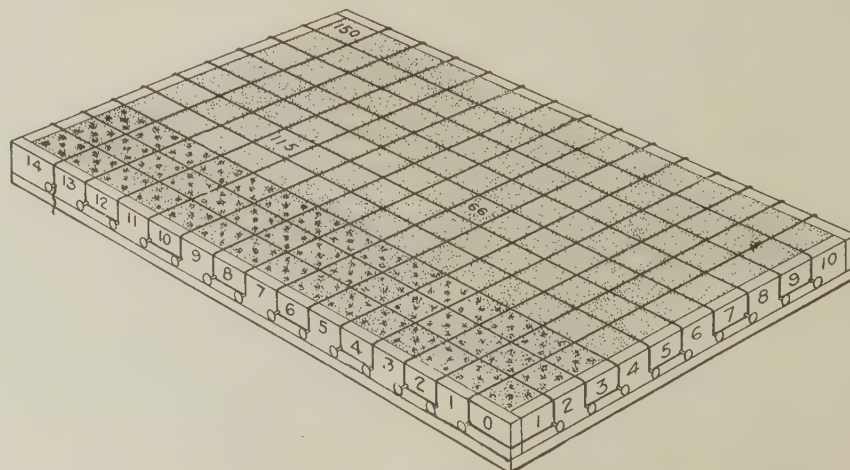
Lake City, Minn.—Until the last two years I have sold 75% of my grain to track bidders. For many years the farmers rushed their grain to market immediately after harvest. I would sell short with plenty of time to deliver; then with a declining market would cover at a gain. The last two years have been the reverse, and for this reason I have sold 95% of my grain thru commission merchants.—An.

TRACK BUYERS NOT FAIR.

Orleans, Neb.—I have not sold a car of any kind of grain to track buyers except 2 cars of wheat which went to a mill. Too many track buyers are unfair in their methods. They send out their bids for acceptance the next day; if the market goes up he accepts, but if it goes off he refuses to accept. This gives him a 24-hour option. Also many track buyers make their bids for No. 2 Wheat and the difference off if it is a lower grade the day it arrives. The difference is arbitrary with the buyer. For these reasons I prefer to consign my grain.—S. Richards.

TRACK BUYERS TOO OFTEN UNFAIR.

Maynard, Minn.—Only 5% of my grain is sold on track, the rest of it being sold on arrival or held on a carrying charge. In selling on track you often have to deal with a third party, and nine cases out of ten the track buyer wants a discount whether it is justified or not. The track buyer pays as little as possible for the grain because he can not afford to handle it without a profit. The commission man who handles it on consignment tries to get as much for it as possible in order that he may get more consignments.—Farmers Eltr. Co.



Sand Tray for Germinating Seed Corn.

[For description see facing page.]

SELLING DEPENDS UPON THE MARKET.

Galesville, Wis.—We consign our grain or sell on track according to the market. As a general rule consigning gives better results.—Davis Mill Co.

SOME TRACK BUYERS SEEM TRICKY.

Lowden, Ia.—We have not sold a bushel of grain on track, for the reason that generally the track buyer will take advantage of the grain shipper in some manner. Nearly every time they will discount it or grade it off.—A. Freund & Co.

TRACK BUYERS FOR INTERIOR SHIPMENT.

Venedocia, O.—We have been selling most of our grain to track buyers for interior shipment. In this way we are able to dispose of split cars at a little premium, while if we ship to graded markets we are compelled to pay $\frac{1}{2}$ c extra for unloading.—Lang Eltr. Co.

MEETING OF DIRECTORS OF ILLINOIS GRAIN DEALERS ASS'N.

The meeting of the board of directors of the Ill. Grain Dealers Ass'n in Bloomington, Apr. 6, was attended by all except Mr. Graham of Durand, and Pres. Montelius who was ill in a hospital in Chicago. Quite a large number of dealers attended.

The board pronounced finances satisfactory and took up bills that have been introduced in the Illinois legislature, particularly H. B. 473 and H. B. 430, both of which met their approval. They deferred considering H. B. 533 until the meeting set for Apr. 13, at 10 a. m. at the St. Nicholas Hotel in Springfield.

The directors made general arrangements for the 18th annual convention of the Ill. G. D. A. and accepted an invitation from a committee which they received from Bloomington, representing grain dealers and other prominent citizens who desired the convention held in their city and promised to take care of 1,000 and furnish entertainment surpassing any yet given.

The moisture test problem was thoroughly discussed. It developed that many country dealers have been using the device in buying from farmers with excellent and profitable results and were enthusiastic in their approval of that means of determining the grade of corn when buying from the farmer.

PROPOSED CHANGES IN OKLAHOMA INSPECTION RULES.

H. Stauffacher of Blackwell, Okla., the newly appointed chief grain inspector, has appointed a committee consisting of C. V. Topping and C. F. Prouty to revise the present inspection rules of Oklahoma and report to him such changes as are necessary. We feel that the shippers and mills should be consulted in this matter, and with this in view we herewith submit the following changes which we think are necessary, and new rules to be adopted, which our present rules do not cover. We will thank dealers for opinion in the matter, together with suggestions as to other changes which they may see fit to offer.

Our present rules covering hard wheat, spring wheat, mixed wheat and durum (macaroni) are regular and conform with that of other states and we will offer no changes.

In the rule covering red wheat (soft) we will recommend the following:

No. 2 red, to be bright, sound, plump, dry and well cleaned red winter wheat, weighing not less than 59 pounds to the measured bushel and containing not more than 5% of hard wheat. The change in this rule is the admitting of 5% hard wheat.

The grades covering white, yellow and mixed corn are regular and we will recommend no changes in these grades.

We find further that we have no rules covering kafir corn nor milo maize, and we will offer the following rules for adoption:

No. 1 White Kafir Corn.—Shall be pure white, of choice quality, sound, dry and well cleaned.

No. 2 White Kafir Corn.—Shall be $\frac{3}{4}$ white, sound, dry and clean.

No. 3 White Kafir Corn.—Shall be $\frac{3}{4}$ white, not dry or clean or sound enough for No. 2.

No. 4 White Kafir Corn.—Shall be $\frac{3}{4}$ white, tough, damaged, musty or dirty.

Red Kafir Corn.—The grades of Nos. 1, 2, 3 and 4 red kafir corn shall correspond with grades Nos. 1, 2, 3 and 4 white kafir corn, except they shall be of the red variety.

Mixed Kafir Corn.—No. 1 shall be mixed kafir corn of choice quality, dry, sound and well cleaned. No. 2 shall be mixed kafir corn, sound, dry and clean. No. 3 shall be mixed kafir corn, not clean, dry or sound enough for No. 2. No. 4 shall be mixed kafir corn, tough, musty or dirty.

Milo Maize.—No. 1 shall be milo maize of choice quality, sound, dry and well cleaned. No. 2 shall be milo maize that is sound, dry and clean. No. 3 shall be milo maize that is not dry or sound enough for No. 2. No. 4 shall include all milo maize that is tough, musty or dirty.

Oats Grades.—Our oats grades cover mixed, white and yellow or golden oats, but says nothing of red or rustproof oats. We will, therefore, offer the following rules for adoption:

Red or Rustproof Oats.

No. 1.—Shall be pure red, sound, bright, sweet, clean and free from other grain and weigh not less than 32 pounds to the measured bu.

No. 2.—Shall be $\frac{3}{4}$ red, sweet, dry, and shall not contain more than 2% dirt or foreign matter and weigh 30 pounds to the measured bu.

No. 3.—Shall be sweet, $\frac{3}{4}$ red, shall not

contain more than five per cent dirt or foreign matter and weigh not less than 24 pounds to the measured bu.

No. 4.—Shall be $\frac{3}{4}$ red, may be damp, musty, or very dirty.

C. V. Topping,
C. F. Prouty,
Committee.

SAND TRAYS FOR GERMINATING SEED CORN.

In making the vitality test of ear corn by removing a few kernels from the ear the simplest devices will answer for germination, the more elaborate apparatus, of course, possessing advantages in handling a greater quantity of seed at less labor.

A very practical corn testing tray is illustrated in the engravings herewith. The only materials needed are a shallow wooden tray, a handful of carpet tacks, a few yards of wrapping twine, sand enough to fill the tray and 3 or 4 quarts of water. The tray can be sawed from an empty soap or cracker box. It should be about $1\frac{1}{2}$ ins. deep inside, 15 ins. wide and 23 inches long. The tray is divided into small squares by a checkerboard lacing of twine across the top. It is convenient to have these squares about $1\frac{1}{2}$ ins. on a side.

Five kernels are taken from each ear, passing spirally around and lengthwise of the ear, and these are planted in one of the squares, while the ear is shelved in an arrangement corresponding to the rows of the tray for ready identification. The tray is numbered along two sides as a guide. Four kernels are set in the corners of the square, point downward and pushed down enough to be just covered by the dry sand. The fifth kernel is planted in the center of the small square.

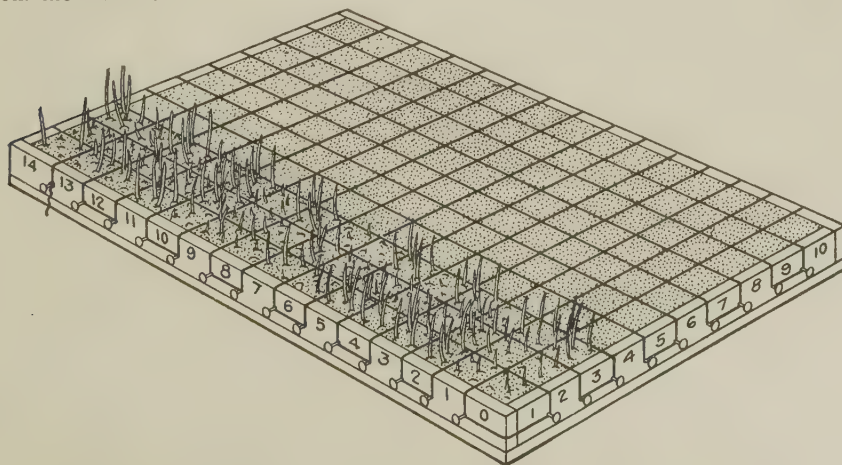
When a tray has been planted it is thoroughly watered and kept in a warm room. The watering is done by laying a small piece of paper flat on the tray and pouring the water on this. The tray should not be allowed to dry out until the young corn plants are an inch or two above the sand.

Seven days after planting the plants will have the appearance shown in the engraving herewith. The plants should be about 2 to 3 inches high at time of examination. If five sturdy plants are growing from the five kernels planted in a square the ear from which they came is pronounced good for planting in the field. It is not necessary to pull up these plants to examine the roots. If one kernel out of the five has not begun to grow at all while the rest from the same ear are an inch or two above the sand it will not be safe to plant that ear.—Farmers Bulletin 409, U. S. Dept. of Agriculture.

The Grain Dealers Journal is well worth the money and we are glad to have it come to us regularly in order that we may keep posted.—Chas. J. Mortieau of the McCaull-Dinsmore Co., Aberdeen, S. D.

Rice amounting to 3,952,994 lbs. was exported during the 7 mos. prior to Feb. 1; compared with only 1,813,909 lbs. exported during the 7 mos. prior to Feb. 1, 1910, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Grain Futures Market of Rosario, Argentina, has declared an interim dividend of \$500 or 50%. The directors believe the profits for the year ending June 30 will reach between \$500,000 and \$600,000 on a capital of \$200,000, which is not yet fully paid up.



Germination of Seed Corn 7 Days After Planting in Sand Tray.

Grain Trade News

ARKANSAS.

Pine Bluff, Ark.—A special meeting of the Pine Bluff Board of Trade was held in the morning of Apr. 3 to protest against the action of the grain men of Little Rock, who threatened suit Apr. 1, to enjoin the Iron Mt. R. R. Co. from enforcing its new rate schedule, No. 2 D, which the Pine Bluff grain men claim places this city on the same basis with Little Rock after it had long been discriminated against in favor of Little Rock. After the meeting the following telegram was sent to C. E. Perkins, traffic mgr. of the Mo. Pac.: We regard your Transit Circular No. 2-D only removes a discrimination that has heretofore existed against Pine Bluff. We asked to be placed on same basis as Little Rock and not given any advantage and the circular only fixes that equality. The action of the Little Rock grain committee is unwarranted and seeks to continue a discrimination in their favor which they have enjoyed illegally. We respectfully request that you disregard their protest.—Pine Bluff Board of Trade, by Elmo March, chairman grain committee.

LITTLE ROCK LETTER.

The Darragh Warehouse Co. is having plans and specifications made by Kaucher, Hodges & Co. for a 50,000-bu. concrete eltr.

A report favoring the passage of a bill in congress, providing for a uniform B/L, was endorsed by the grain committee of the Little Rock Board of Trade, Apr. 1.

A communication signed by a number of grain dealers of this city, stating that in their opinion a grain buro in connection with the Chamber of Commerce is unnecessary, was presented at the meeting of the grain committee of the Board of Trade, Apr. 1. Chairman Daniel stated that as the grain business of the city is well organized and satisfactory work is being done for the grain dealers by the Board of Trade, an additional organization would be superfluous, and the committee made further declaration against the proposed buro.

Stockholders of the Board of Trade elected the following directors, Apr. 3: H. L. Remmel, J. J. Mandelbaum, Geo. G. Rogers, John F. Boyle, Jr., Morris M. Cohn, Chas. S. Stiff, W. W. Dickinson, W. S. Mitchell, A. D. Allen, L. B. Leigh, A. D. Hamberg, Robert E. Waite and Geo. R. Brown. Notice was given of an amendment to the by-laws, changing the number of directors from 13 to 21. A reception and smoker was announced for the afternoon of Apr. 7, complimentary to the delegation of Fort Smith business men and to N. T. Blackwell of Dallas, Tex.

At the meeting of the grain committee of the Board of Trade, Mar. 21, Louis Marks, U. S. food and drug inspector with headquarters at Nashville, Tenn., came before the committee for a conference in regard to the grading of feed and food products shipped to this market from the North. Arrangements were made for government co-operation and Mr. Marks agreed with the Board of Trade to investigate fully whatever samples are submitted and, if adulterated, he will put government authority behind local dealers to protect them and punish the shippers.

Alleging discrimination against the grain dealers of this city by the Mo. Pac. Traffic Circular 2 D, the grain committee of the Board of Trade threatened suit, Apr. 1, to enjoin that road against the operation of its rate schedule. The circular is alleged to give Pine Bluff dealers an advantage over those here. The committee directed that a communication be sent to C. E. Perkins, traffic mgr. of the Mo. Pac., asking

ing that the circular be withdrawn. In case the railroad pays no attention to the communication by the following Tuesday, it was decided to apply for an injunction.

The Brook-Rauch M. & Eltr. Co. got a judgment in the circuit court of Little Rock against the Updike Grain Co. of Omaha for \$217 and \$13 interest for non-fulfillment of a grain contract. In March, 1910, the Updike Grain Co. wired to the Brook mill an offer of 15,000 bus. of white corn at 69c for acceptance to reach Updike before 9:30 the following morning. Brook Mill Co. immediately accepted and Updike Co. claimed it meant in its offer that acceptance should have reached it before opening of market the day offer was made and that it had used the wrong cypher, "Stammered" in its message. The jury allowed the Brook-Rauch M. & Eltr. Co. all the damages it sustained.—R. T. Brook.

CALIFORNIA.

Senator Hewitt's bucketshop bill was passed by the California assembly without a dissenting vote, Mar. 25. It had not been amended in the house and now awaits Governor Johnson's signature. It gives bucketshop operators two months to get out of business in California.

San Francisco, Cal.—Further action on the ordinance prohibiting bucketshops in this city was postponed Mar. 27 for two weeks, awaiting Governor Johnson's action on the statewide measure. If he signs it the city ordinance will then be amended to correspond with the state law.

CANADA.

Radville, Sask.—The Board of Trade is considering getting an eltr.

Jarrow, Alta.—An eltr. is needed here. N. Lindholm will answer inquiries.

Maryfield, Sask.—I am local agt. for the Saskatchewan Eltr. Co.—F. R. Lynch.

New Liskeard, Ont.—An eltr. will be built in connection with Salmon's grist mill.

New Broadview, Sask.—The eltr. of A. R. Colquhoun & Sons burned recently, destroying 6,000 bus. of grain.

Fort William, Ont.—The C. P. Ry. Co. will begin the erection this year of a large cleaning eltr. on land the company owns near Eltr. D.

Montreal, Que.—The new plant under construction for the St. Lawrence Flour Mills Co., includes a 350,000-bu. wheat eltr. of tiled tanks, fireproof thruout.

Lethbridge, Alta.—The Taylor Mfg. & Eltr. Co. of this city has been authorized to carry on business in British Columbia, with A. M. Johnson of Nelson as representative.

Winnipeg, Man.—Following the recent reduction in salaries of Manitoba eltr. commissioners F. B. MacLennan resigned and was presented with a beautiful gold watch by the staff of the eltr. commission offices when leaving. It is expected the vacancy will be filled by the appointment of F. G. Simpson, formerly with the Ogilvie Flour Mills Co., Ltd., and afterwards of the grain firm of Simpson & Hepworth, who was last year appointed valuator for the eltr. commission. A rumor is current that E. Estlin, senior engineer of the commission, who has built many eltrs. in the West, is considering resigning.

Montreal, Que.—The new 1,750,000-bu. eltr., under construction for the Harbor Commissioners, is designed to be able to receive 240 cars in 10 hours thru 12 receiving legs, each with an elevating capacity of 12,000 bus. per hr. The eltr. is of rein-

forced concrete, 313x100 ft. The first-story columns, girders and slab beneath the bins are of reinforced concrete. The bins, 12x12 ft., 164 for storage and 24 shipping, will be of reinforced concrete with walls 86 ft. high. The cupola, roofs, and floors of the eltr. will be of reinforced concrete with outside covering of molded concrete. Windows will be of wire glass with metal sashes and frames. Four railroad tracks will run thru the first story of the eltr., each having six unloading hoppers. A marine tower will be built on a jetty running out into the dock, with two marine legs, one on each side of the jetty. A conveyor gallery connecting the marine tower with the eltr. will be built of structural steel with reinforced concrete floors and roofs. A concrete grain-drying plant will be built at an end of the eltr.

COLORADO.

Ramah, Colo.—The Lem Gammon Merc. Co. built a new eltr. here last year. I am the only other grain buyer at this point.—H. J. Wood.

Longmont, Colo.—J. L. Graves, mgr. of the Longmont Flour Mfg. Co., died recently and Mr. Hayes, mgr. of the Mead eltr., has been appointed to the position. Mr. Graves was a fine young man and will be much missed by many friends.—V.

Simla, Colo.—I understand a new eltr. will be built at this station, about five miles east of Ramah, by the C. C. Isley Lbr. Co. In eastern Colorado are several good locations for eltrs. along the Rock Island Ry., as more farmers are coming into the country and more grain will be raised.—H. J. Wood, Ramah, Colo.

Denver, Colo.—The first steps toward the organization of a grain exchange in Denver were taken at a meeting, Mar. 27, at which J. K. Mullen, E. B. Palmer, Thomas Williams, Mr. Stetler and Charles A. Johnson were present. They arranged for another meeting, to which all Denver grain dealers were invited.

ILLINOIS.

Tolono, Ill.—I will paint my eltr.—J. A. Creamer.

Carlinville, Ill.—Farmers are organizing an eltr. company.

Atwood, Ill.—The Atwood Grain & Coal Co. has been dissolved.

Sheldon, Ill.—O. G. Smith has started a grain brokerage business.

Piper City, Ill.—I will build coal sheds soon.—James Walsh, Jr.

Sadorus, Ill.—I am mgr. for the Baldwin Eltr. Co.—J. A. Freeman.

Tolono, Ill.—I will install a cleaner in my eltr.—H. H. Schulenberg.

Humbolt, Ill.—We will install a manlift and grain conveyor.—Cuppy Bros.

Joliet, Ill.—George B. Morton of Lockport is considering building an eltr. here.

Etna, Ill.—I may install a manlift in my eltr. at Magnet.—Thomas Ferguson.

Bondville, Ill.—I will remodel my eltr. and increase the capacity.—S. G. Crawford.

Lake Fork, Ill.—The Mansfield-Ford Grain Co. has bot a Boss Car Loader.

Tolono, Ill.—We may install an automatic scale.—V. L. Horton, mgr. Horton Bros. & Co.

Granville, Ill.—H. E. Surface has succeeded the Illinois Granaries Co. at this point.

McLean, Ill.—We will remodel our eltr. this summer.—W. C. Darnall, Darnall & Spence.

Charleston, Ill.—Wheatley & Linder have let the contract to rebuild their eltr. burned Mar. 19.

Iroquois, Ill.—I have just completed new corn cribs, capacity, 20,000 bus.—L. T. Hutchins.

Gridley, Ill.—We will remodel our oats house.—E. L. Coyle, mngr. Coyle Grain & Coal Co.

Galton, Ill.—We will install a cleaner in our eltr. this spring.—R. M. Ross, mgr. J. P. Woodford.

Arcola, Ill.—I will paint my eltr. this spring and install a 26-H. P. dynamo.—J. M. Quinn.

Enright, El Paso p. o., Ill.—Ed Faulk has succeeded Ed North as mgr. of the El Paso Eltr. Co. here.

Odell, Ill.—We are installing new steel leading spouts in our eltr.—W. J. Wolf, of Gulshen & Wolf.

Piper City, Ill.—George D. Montelius, who has been in a Chicago hospital, is recovering.—J. Montelius.

Victoria, Ill.—Farmers in this vicinity have formed an eltr. company.—Chas. Wyman, Knoxville, Ill.

Lexington, Ill.—The Lexington Grain Co. has changed its headquarters from Bloomington to this point.

Milla sta., Lostant p. o., Ill.—Fred Zilm, formerly its agent, has succeeded the Ill. Granaries Co. at this station.

Arcola, Ill.—We will paint our eltr. as soon as weather permits.—Ira Franklin, mgr. Arcola Grain & Coal Co.

Little Indian, Ill.—W. E. Munson has succeeded J. J. Bergen as mgr. for the Little Indian Farmers Eltr. Co.

Springerton, Ill.—We are building a 20,000-bu. eltr. to be in running order by May 15.—C. R. Barton & Son.

Hidalgo, Ill.—We may install an automatic scale in our eltr. before harvest.—Z. S. Reisner, mgr. Reisner Bros.

Dwight, Ill.—I have installed a new International 10-h. p. gas engine in the eltr. and built an office.—Frank Gibbons.

Weedman, Ill.—The Weedman Grain & Coal Co. closed its house for a few days recently to repair its gasoline engine.

Osman, Ill.—The Howard Grain Eltr. & Merc. Co. has reshingled its implement house and otherwise improved its property.

McNabb, Ill.—H. E. Surface has succeeded John McNabb, who took over the eltr. of the Ill. Granaries Co. a few months ago.

Minonk, Ill.—We may remodel our eltr. and increase its capacity.—C. B. Lowe, mgr. Minonk Farmers Eltr. & Supply Co.

Odell, Ill.—The C. A. Vincent Co. has succeeded C. A. Vincent; incorporators, C. A. and L. G. Vincent and Albert G. Miller.

Cerro Cordo, Ill.—We have installed a Hess Moisture Tester in our office.—F. S. Betz, mgr. Cerro Gordo Grain & Coal Co.

Dwight, Ill.—We put in new dump beams and built new driveway in our eltr. on C. I. & S.—A. L. Harrison, Harrison Bros. & Co.

Auburn, Ill.—John Bronaugh, who recently sold his eltr. here to P. S. Bronaugh, will move to Nicholasville to live with his sister.

Manhattan, Ill.—Farmers who are organizing a company to buy or build an eltr. have been offered that of M. P. Ferris for \$10,000.

Odell, Ill.—H. R. Kennedy, who has been bookkeeper for the Odell Grain & Coal Co., has been elected mgr. to succeed J. C. Tobey, resigned.

F. B. Lewis, formerly of the Marfield-Tearse Co. and Ware & Leland, now represents J. P. Griffin & Co. in central Illinois.—R. G. Freymark.

Galesburg, Ill.—A new eltr. company has been formed, of which Geo. A. Felt and A. E. Hinckley are officers.—Chas. Wyman, Knoxville, Ill.

Sheldon, Ill.—Grain dealers of western Indiana and eastern Illinois held a meeting here in the evening of Mar. 31, at the office of O. G. Smith.

Odell, Ill.—We will build a new concrete block engine house soon and repaint our eltr. and office.—H. R. Kennedy, mgr. Odell Grain & Coal Co.

Mattoon, Ill.—We may remodel our eltr. and increase its capacity and will install

a new sheller and cleaner.—J. B. Stone, mgr. Mattoon Grain Co.

Newton, Ill.—I purchased the eltr., Apr. 1, formerly owned by Jones & Heady, which I have operated on a lease for the last year.—E. T. Martin.

Fullerton sta., Farmer City, Ill.—I have sold my eltr. at this station to O. H. Rink of Edinburg, Ill., to give possession June 1.—A. A. DeLong, Farmer City, Ill.

Woodhull, Ill.—The Woodhull Grain & Eltr. Co. has only a temporary organization so far, as all the stock has not been subscribed. I am sec'y.—Jay L. Carnes.

LeRoy, Ill.—S. Crumbaugh, the former owner, has taken over the business of the Clark Grain & Eltr. Co. The eltr. it operated under lease burned in February.—G.

Woodhull, Ill.—The Woodhull Grain Eltr. Co., incorporated by Jay L. Carnes, Arthur D. Richards and Albert N. Johnson, to deal in grain and farm supplies; capital stock, \$7,000.

The statewide civil service bill was advanced to third reading in the Illinois house of representatives, Mar. 30 and was ordered to second reading in the senate Apr. 6.

Cairo, Ill.—The Armour Grain Co. did not renew its lease, which expired Apr. 1, on the eltr. owned by the Ill. Cent. R. R. Co. All grain had been shipped out prior to that date.

Saybrook, Ill.—Outlaw & Tuttle will no longer operate the eltr. of the Shearer-Null Grain Co. J. A. Null will operate it for the owners. Mr. Tuttle remains with the new firm.—G.

Decatur, Ill.—The Farmers Grain Co. of Cisco, Ill., filed suit in circuit court, Apr. 3, against J. M. Maris and Clifford Spees, who formerly conducted a grain office here, for \$1,000 alleged to be due on grain transactions.

El Paso, Ill.—We have installed a Fairbanks Automatic Scale in our eltr. and may install another automatic scale in our eltr. at Enright, but do not know what make.—W. G. Nelson, mgr. El Paso Elevator Co.

Beardstown, Ill.—The eltr. of Schultz, Baujan & Co. is equipped with a Constant Cup Discharge U. S. Corn Sheller, B. S. Constant Chain Feeders and a Safety Ball Bearing Manlift. Burrell Eng. & Const. Co. had the contract.

Valmeyer, Ill.—The Salt Lick Mfg. Co., incorporated to manufacture and deal in grain products and flour and deal in seeds, feed and coal; capital stock, \$50,000; incorporators, Jacob J., Alois J. and Conrad H. Koenigsmark.

Gerlaw, Ill.—The eltr. owned by the Ed Metzger Co. collapsed in the evening of Mar. 22 and let out several thousand bushels of grain. Two men narrowly escaped. The wreck is illustrated in another column of the Journal, this number.

Burnside, Ill.—J. W. Outhier, mgr. for the Burnside Eltr. Co., which has eltrs. here and at Ferris and La Crosse, is planning to overhaul the one at this station and has purchased an 8-h. p. gasoline engine for it.—L. Smiddy, mgr. B. Eltr. Co., La Crosse, Ill.

Mt. Morris, Ill.—The recently organized Mt. Morris Farmers Eltr. Co. has let the contract to the Burrell Eng. & Const. Co. for the erection of a 15,000-bu. cribbed eltr. to be equipped with a gasoline engine, an Invincible Cleaner, an Avery Automatic Scale and a wagon scale.

Ficklin, Ill.—I had the misfortune to lose my eltr. with contents, 18,000 bus. of grain, by fire at 11 p. m., Apr. 3, supposed to have been caused by lightning, as we had a storm that night. Insurance on building, \$5,500, on grain \$7,000. I will rebuild as soon as I can get straightened out and get up the plans.—Peter Kruse.

Charleston, Ill.—Our eltr. together with three broom corn sheds and Big 4 depot burned Sunday, March 18. The eltr. contained about 2,500 bus. of corn, 70 bus. of oats and 500 bus. of wheat. Loss on eltr. and grain, \$10,500; insurance, \$7,000.—C. W. Wheatley, mgr. Wheatley & Linder.

Mansfield, Ill.—Earl Pike, who has been managing the eltr. of C. B. Dauberman, leased by Wm. Wykle, has resigned to take a position with the Mutual Grain Co. of Indianapolis and will move there.

Springfield, Ill.—We have installed two 500-h. p. Aulis Chalmers boilers and one 1,000-h. p. engine, six Beall Degerminators and one Beall Cleaner and have doubled the capacity of our mill. The mill machinery was installed by Nurdyke & Marmon Co.—W. W. Hill, mgr. Elevator Mfg. Co.

Under the auspices of the Agri. Exp. station at the University of Illinois a seed and soil special made a five days' tour thru Illinois over the B. & O. Southwestern, starting Mar. 21 at Lawrenceville and making first stops on the following days at Sandoval, Shawneetown, Louis and Farmingdale, ending Mar. 25 at Virginia.

Knoxville, Ill., Apr. 5.—Winter wheat in adjacent territory is badly damaged. Larger acreage sown last fall than in previous year. Some spring wheat has been sown and a small per cent of the oats. A good amount of moisture fell this week. Considerable oats and corn still in farmers' hands, that can't be bot at present prices.—Chas. Wyman.

Meredosia, Ill.—A fire that started in a hot box in the pit of the eltr. of A. G. Leslie, Mar. 31, destroyed building and contents, two carloads of corn; loss, above \$5,000; no insurance; the policy had expired some months ago. The house was an old one built more than 50 years ago, and was operated under lease by the National Eltr. Co.

Catonfarm sta., Minooka p. o., Ill.—The Plainfield Grain Co. took over, Apr. 1, the property it recently purchased from the Barr Grain Co. and Ira Boor, who had been working several months in the Plainfield office of the Barr Co., succeeded W. E. Hawkins, who has been local mgr. here for 22 years. H. B. Hardder, the engineer at this eltr. for about the same time, has been retained.

The following have recently been admitted to membership in the Ill. Grain Dealers Ass'n: Allendale M. & Eltr. Co., Allendale; H. I. Baldwin & Co., Champaign; Bon B. Bishop, Sheldon; Bernet, Craft & Kauffman Mfg. Co., Mt. Carmel; French & French, Goldengate; B. French & Sons, Belmont; and Shultz & Bump, Keensburg, Ill.; Willis E. Sheldon, Jackson, Mich.; and Paul Van Leunen & Co., Cincinnati, O.—S. W. Strong, sec'y.

Oneida, Ill.—At a meeting of the Farmers Eltr. Co., Mar. 25, the stockholders voted to increase the capital stock from \$4,000 to \$7,000 to build an eltr. on the site purchased last year; and to change the name of the company to the Oneida Grain Co. Organized July 1, 1908, the company has been operating the eltr. of J. H. Dole & Co. under lease. Hugh Greig is pres.; Charles Brown, sec'y; W. McKie, mgr., and W. F. Tiffany, agt.

Newman, Ill.—Our plant here advertised in the Grain Dealers Journal, Mar. 25, as "Bargain, Box 5" has been sold to S. K. Bankert, Plymouth, Ind., thru Jno. A. Rice. We must express our astonishment at the pulling qualities of the Journal. We were literally snowed under with good strong inquiries and the eltr. market is exceedingly dull just now.—Kaiser & Co.—Mr. Rice writes that Mr. Bankert, formerly of Ball & Bankert, takes possession Apr. 10.

The Illinois house of representatives passed the occupational disease bill, Mar. 28. The measure was framed by the occupational disease commission appointed by the governor, was introduced by Representative ApMadoc, and requires employers to provide and maintain for those who come directly in contact with poisonous materials or are subject to the fumes or gases, practicable working clothes without cost to the employees while engaged in their work; also respirators to prevent them inhaling noxious dusts.

Sibley, Ill.—The Sibley estate has let the contract to the Burrell Eng. & Const. Co. for the erection of a 100,000-bu. iron-clad, cribbed eltr. 36x76 ft. and 55-ft. high,

with eltr. tower 75 ft. high and a gallery 8 ft. above the main building. A brick power house 12x20 ft. will be built and a 40-h. p. gasoline engine installed. The new eltr. will contain 17 bins and will be used only for storage, as shelling machinery has already been installed in cribs. It is being built on the foundations of the eltr. burned in January and is to be completed by July 1.

Peoria, Ill.—A delegation of grain men from the Peoria Board of Trade went to Springfield, Mar. 30, to protest against the passage of house bill 533, introduced by former Speaker Shurtleff, and described in the title as "an act to regulate public warehouses and warehousing and inspection of grain." It places all the public warehouses under the direct control of the state board of R. R. and warehouse commissioners. Peoria dealers consider its provisions strict enough to put many of them out of business. Among those to attend a conference with Speaker Adkins and house members were: Thomas A. Grier, Alexander Tyng and George Breier, Jr., of the Peoria Board of Trade, and W. T. Cornelison of the Burlington eltr.

CHICAGO NOTES.

John Donahue has been made official caller on the Board of Trade.

Horace G. Newhall, for many years with Hatley Bros., will be married to Miss Mary Noble of Roswell, N. M.

William W. Hunter, who retired about a year ago, after spending 36 years upon the Board of Trade, died recently at Lordsburg, Cal.

No session of the Board of Trade was held Apr. 4 and there will be none on Good Friday, Apr. 14, nor on Apr. 11, a local election day.

CHICAGO CALLERS: W. H. Bechstein, Mokena, Ill.; E. H. Farley, mgr. Leland Farmers Eltr. Co., Leland, Ill.; L. G. Vincent, Odell, Ill., and Ed. Metzger, Alexis, Ill.

The petition of several grain receivers that buyers of grain be required to pay 80 per cent of the value on presentation of receipts therefor has been disapproved by the directors of the Board of Trade.

Finley Barrell & Co. have brot suit against Thomas J. Cannon, whom they formerly employed, for the recovery of his privilege of membership, which it is alleged was purchased for him when he entered their employ. The plaintiff charges that the defendant intends to dispose of the certificate.

The custodian department authorized by vote of members of the Board of Trade last year will soon be established, the directors last week having decided to make the department effective. A set of regulations to govern the operations of the new department are being drawn up, and will be announced in a few days.

The burned storage eltr. of the Gottfried Brewing Co. will be replaced with a concrete eltr. 65x118 ft. and with a capacity of 400,000 bus. to be completed July 15. The grain handling machinery will be installed by the H. W. Caldwell & Son Co. and the cleaning and grading machinery by the S. Howes Co. The W. J. Scown Bldg. Co. has been awarded the contract for the building.

Those who have applied recently for membership upon the Board of Trade are Alfio B. Campbell and Albert J. Kemper. Those admitted are Benjamin F. Schwartz, W. H. Wrigley, L. G. Clay, G. E. Graff and T. J. Stofer. Memberships posted for transfer are those of Laverne A. Lewellyn, Lincoln Pacey, Philander Pickering, Allen F. Cohn and John F. Upham. Memberships are selling at \$2,700 net to the buyer.

According to the report of Board of Trade Weighmaster Foss there were received at the local yards during March, 202 cars with leaks due to defective, weak or improperly installed grain doors, 126 leaking over grain doors, 502 at sides, 192 at ends, 3 at kingbolts, 61 at drawbars and 386 leaking at end windows, doorposts and other points, making a total of 1,472 leaking cars, or 9.9% of the total number of cars weighed.

H. F. Cane, "the bridegroom, who with his bride was stranded in Chicago recently because his pocket was picked," is unknown to A. P. Morgan Grain Co., of Atlanta, Ga., for whom he claimed to be working.

Receipts of grain at Chicago during March included 604,400 bus. of wheat 9,872,350 of corn, 5,609,800 of oats, 1,981,100 of barley and 120,500 of rye; compared with 1,494,300 of wheat, 8,698,900 of corn, 8,254,825 of oats, 4,061,500 of barley and 92,000 of rye received in March, 1910. Shipments during the month were 517,700 bus. of wheat, 5,254,950 of corn, 6,856,900 of oats, 696,400 of barley and 39,000 of rye; compared with 819,650 bus. of wheat, 5,764,850 of corn, 5,412,900 of oats, 880,900 of barley and 51,750 of rye shipped during March, 1910.

As the result of the raid upon the offices of the Capital Investment Co. last January, Sidmon McHie, Richard I. Marr, William A. McHie, James F. Southard, Frank H. Williams, Chas. W. Bickell, Richard H. McHie and John L. Dickes have been indicted for alleged bucketshopping and John W. Rogers of the firm of W. R. Holligan & Co. indicted for perjury in connection with testimony offered the grand jury when the company was being investigated. Government officers have said that the company operated the most complete bucketshop in the country and that it did a business of nearly \$10,000,000 per year.

IDAHO.

Grangeville, Ida.—The Farmers Union is arranging to build warehouses here and at Fenn sta., Grangeville p. o. A company has been formed to build them; capital stock, \$10,000.

Cottonwood, Ida.—I am buying for the Ida. Farmers Educa. & Co-op. Union, which bot out the Interior Warehouse Co. at this point. About 150,000 sacks of grain, barley mostly and wheat and oats, are shipped from this station annually.—A. McKinnon.

INDIANA.

Pierceton, Ind.—C. G. Egley is installing a gasoline engine and having repairs made at his eltr. by the Burrell Eng. & Const. Co.

Mohawk, Ind.—The Mohawk Eltr. Co. incorporated by the directors, Elwood Morris, T. H. New and L. M. Thomas; capital stock, \$15,000.

Hamlet, Ind.—Neither M. D. Sterling nor Otto Shaw are in the grain business any more. Mr. Sterling sold to Mr. Shaw and he sold to a company of farmers last November.—Phil Wolfram.

Union City, Ind.—While attempting to board a moving passenger train, Mar. 28, Clarence S. Pierce, the grain dealer, was thrown on the pavement and received serious bruises on head and body.

South Bend, Ind.—A. E. Beight, mgr. of the brokerage office of E. W. Wagner & Co., until their local branch was closed Apr. 4, is defendant in a suit for divorce brot by his wife, alleging cruelty.

Indianapolis, Ind.—Bert Boyd celebrated All Fools Day by sending his many friends in the trade a box of perfectly safe matches, which could be used in a powder mill without increasing the fire hazard.

Kennard, Ind.—The eltr. of Thomas Kinder & Co. burned early in the morning of Mar. 22; insurance, \$2,500. It contained 500 bus. of corn and 4,000 lbs. of flour besides shelled corn and other stock. It will be rebuilt.

Camden, Ind.—The Farmers Grain & Supply Co. has equipped its eltr. with three B. S. Constant Chain Drags, three self-locking rail dumps and a 50-in. Safety Man-lift. The Burrell Eng. & Const. Co. had the contract.

Mt. Vernon, Ind.—The warehouse of the Hermann-Stevens Co. burned Mar. 21, with about 3,000 bus. of wheat and 12 carloads of farm machinery. Fire is believed to have been caused by sparks from a passing locomotive. Loss, \$20,000, partly insured.

Terhune, Ind.—Charles A. Ashpaugh has let the contract to the Reliance Const. Co. to remodel his eltr. here and double its capacity. He will replace the steam engine with a gasoline and make the plant up-to-date in every respect.—M. B. P., Frankfort Grain Co., Frankfort, Ind.

The new uniform weights and measures law, enacted by the recent legislature, becomes effective Jan. 1, 1912. The law requiring each county auditor to have a set of standard weights and measures was approved in 1853 and has never been changed; but it is estimated that less than a dozen Indiana counties now have such sets.

IOWA.

Minden, Ia.—Stuhr & Reesy are arranging to rebuild their grain office recently burned.

H. A. Tubbs of Minneapolis now represents J. P. Griffin & Co. in Iowa.—R. G. Freymark.

Knoke, Ia.—The private eltr. of John Knoke burned recently with about 6,000 bus. of grain.

Swaledale, Ia.—I am no longer in the grain business.—Guy Crapser, former agt. Hyner Grain Co., Thornton, Ia.

Oakville, Ia.—The eltr. for the Farmers Grain Co. will be completed in a few days by McAllister & O'Connor.

Havelock, Ia.—Charles Pavik from Pochontas has succeeded Wm. Steen as mgr. for the Farmers Grain & Coal Co.

Newell, Ia.—Ed. Miller has succeeded us. We have been out of the grain business since last October.—L. O. Moorhouse.

Ware, Ia.—For the last year the grain business here has been better than at any time before.—Bert Bousset, agt. C. C. Buck.

Carroll, Ia.—The Farmers Grain & Eltr. Co. organized with a capital stock of \$20,000; C. M. Russell, pres.; L. G. Minehart, sec'y.

Templeton, Ia.—A farmers' eltr. company has been organized with George H. Bierl, Jr., pres.; Jake Wegner, vice pres., and William Harnasch, sec'y.

Doubleday sta., Charles City p. o., Ia.—The Farmers Eltr. burned Mar. 25 with 1,000 bus. of grain; loss, \$6,000. The fire started in the office while Mgr. I. A. Yek was at dinner.

Rossie, Ia.—E. P. Meyer from Maple Hill, Ia., has succeeded me as mgr. for the Farmers Eltr. Co. and I have gone to Remsen.—W. F. Peterson.

Missouri Valley, Ia.—In the case of Spencer vs. the Updike Grain Co., tried recently in the district court at Logan, the plaintiff was awarded \$1,000 for injuries caused by being caught in the machinery of the company's eltr.

Galt, Ia.—Christianson & Burt have bot the business here of the Reliance Eltr. Co., for which Mr. C. has been local agt. Mr. Burt is a hardware merchant at this point. They will handle coal and implements in connection with their grain business.

Hastings, Ia.—A fire that started in the engine room burned the eltr. of Turner Bros., Mar. 7; loss, \$4,500, insurance half that. It will be replaced by a larger one. Only the week before its destruction it had a narrow escape, a spark from an engine started a fire in the second story.

Davenport, Ia.—A fire discovered at 9 o'clock in the evening of Mar. 16 caused a loss of about \$3,000 at the plant of the Davenport Grain Drying Co.; fully insured. Two car loads of grain destroyed and other grain damaged by smoke and water. Work of rebuilding was started at once.

Remsen, Ia.—H. P. Hendricksen and myself have bot the eltr. of H. F. Salomon. We took possession Apr. 1 and operate under the firm name of Peterson & Hendricksen. He will continue in the lumber business at Rossie and I will manage the eltr. here.—W. F. Peterson, former mgr. Farmers Eltr. Co., Rossie, Ia.

Burlington, Ia.—No prospects for this house, the B. & M. Eltr., reopening.—B. J. Tobin.

McCallsburg, Ia.—James H. Larson of Roland, Ia., has bot the grain and lumber business here of P. C. Hanson & Sons and will operate it in connection with his lumber business at Roland, where he was formerly in the grain business.

Cedar Rapids, Ia.—Sec'y George A. Wells called a meeting of the Western Grain Dealers Ass'n, which convened in this city at 1:30 p. m., Apr. 6, to discuss conditions of the grain business. Adjustment of rates was one of the important matters considered. The Commercial Club assisted in entertaining the delegates.

Rock Rapids, Ia.—We have bot the eltr. of Scott Logan, located here on the I. C., a 30,000-bu. house in good repair, and with it a well established flour and feed trade. We now have all the storage room we need. With one eltr. on the C. R. I. & P. and the other on the I. C. we are in better position to get cars when we want them. Will move our office to the eltr. on the I. C.—S. A. Nelson, mgr. Farmers Eltr. Co.

For the 9th annual exhibition and contest of the Iowa Corn Growers Ass'n to be held next winter a very liberal premium list already is assured, the International Harvester Co. having offered for oats alone the largest premiums put up in any oats contest. For the best Iowa oats the premiums will amount to over \$4,000. Growers and others desiring information about the coming contest will be given full particulars on application to M. L. Bowman, sec'y Iowa Corn Growers Ass'n, Waterloo, Ia.

Rockwell City, Ia.—The Farmers Eltr. Co. lost \$20 Mar. 25, when a stranger who gave the name of D. S. Miller asked and received a check for that amount in payment "on the 1,500 bus. of corn sold the day before to the assistant manager." J. H. Lawrence, the mgr., was thrown off his guard when preparing to make the check, he asked the stranger's name and received the reply: "That's queer you can't remember me. You ask my name every time I come in." Mr. Lawrence then issued the check without further questioning, and the stranger had it cashed at a store. When the assistant mgr. returned he said he had made no contract with the person described.

KANSAS.

Bennington, Kan.—Charles Woodruff, a former mgr. for the Farmers Eltr. Co., again has charge, having succeeded W. B. Washburn, resigned.

Waverly, Kan.—A fire that presumably started from burning grass nearby got into the yard of the Star Grain & Lbr. Co. recently and burned over a large part of it.

Jewell, Kan.—Irving Green, formerly interested in a mill at Lenora, Kan., but recently operating an eltr. there, has bot an interest in the Jewell Mfg. Co. and will move here.

Wichita, Kan. — The Kaufman-Boyle Grain Co. has bot the steel tank eltr. of the Robb-Bort. Co. and will not participate in the erection of the 1,000,000-bu. eltr. as recently planned by some Wichita dealers.

Wichita, Kan.—Nicholas H. Keith, formerly mgr. for the Empire Grain Co., who has been in Waxahachie, Tex., has obtained offices in the Sedgwick blk. and will conduct a grain and commission business.

Wichita, Kan.—N. H. Keith, who purchased the Board of Trade membership of E. R. & D. C. Kolp of Fort Worth, Tex., was elected to active membership under the firm name of the N. H. Keith Grain Co.—Jas. H. Sherman, sec'y.

The field seeds bill, introduced in the Kansas legislature by Senator Hunter has passed both houses, but in committee the \$15,000 annual appropriation was cut to \$7,500. The bill empowers regents of the state Agri. college to investigate the methods of growing and distributing agricultural seeds in the state.

Minneola, Kan.—Farmers in this vicinity have obtained sufficient money to start a company to buy or build an eltr.

Barnard, Kan.—The eltr. C. E. Robinson is having erected by the P. H. Pelkey Const. Co., is a 20,000-bu. ironclad house with detached power house.

Wichita, Kan.—In March Wichita received 368,500 bus. of wheat, 284,800 of corn, 13,200 of oats and 7,000 bus. of Kaffir corn, and shipped 53,900 bus. of wheat, 62,700 of corn, 5,500 of oats and 3,000 bus. of Kaffir corn.—Jas. H. Sherman, sec'y Board of Trade.

Atchison, Kan.—A recent item stating that a fire hydrant lately installed near our eltr. was delayed by reason of Mo. Pac. red tape, was an injustice, as the hydrant was installed by the city and the water company and the Mo. Pac. had nothing to do with it except to render what assistance it could.—S. R. Washer Grain Co.

Cherokee, Kan.—The Cherokee Mfg. & Eltr. Co. went into voluntary bankruptcy Mar. 18, with liabilities estimated at about \$20,000, of which \$10,000 is secured. The mortgagees took charge of the property. D. O. Lane is pres. of the company which is one of the oldest firms in this (Cherokee) county, having been in existence about 30 years, but not under present management.

Kansas City, Kan.—Five weighmasters, Samuel Jameson, Charles Griffin, Lloyd Ettinger, P. T. Shortall and N. B. Berry and two inspectors, Milton Berry and A. H. Achtenberg were discharged from the state grain inspection department, Mar. 30, as Chief Inspector Gorden stated, to bring the department within its revenues. This will effect a monthly saving of about \$800 as the men's wages ran from \$85 to \$100 per month. Inspector Gorden said the retrenchment was demanded by reduced appropriations and a falling off in daily receipts of grain, which now run from 10 to 20 cars, while during the busy season up to 200 cars are received daily.

Concordia, Kan.—C. A. Shinn, a director of the Alfalfa Products Co. of Superior, Neb., was here Mar. 25 and with W. C. Whipp of this place contracted for the purchase of a site between the Mo. Pac. and the Santa Fe yards, on which to erect an alfalfa mill to cost from \$30,000 to \$40,000 when completed. The company's engineer is now drafting plans for the Concordia plant and as soon as its new mixing plant is ready for operation at Superior the company will start construction here of a reinforced concrete, fireproof alfalfa mill having a capacity of 50 tons per day, which will also manufacture a molasses and meal feed for cattle. The company intends to have the plant in operation to handle this season's alfalfa crop.

Topeka, Kan.—I understand some of the shippers are billing their cars, "to be inspected in Missouri." This is a physical impossibility on some of the roads, and I hope that none of the shippers in Kansas will insist on anything of this kind for the reason that the railroads are working with us in this matter and it would be unfair as long as they have shown their disposition to help the shippers and the commission houses, to ask them to pull this grain into Missouri when as a matter of fact it is not necessary. We have also made arrangements with the Missouri inspection department that cars billed "not to be inspected in Kansas" may be inspected in the office of Chief Inspector Nunn from samples procured from our samples at a cost of 65 cents a car, which would be 25 cents for securing the samples and 40 cents for the inspection. The Missouri inspection department, however, will not issue what we call a "clean certificate." In other words the certificate will read, "Samples furnished by the board of trade sampling department, said to be taken from car, grades grade." In case inspection is required a new sample can be drawn and re-inspected in the office in this way. This will also get away from the double inspection fees on cars arriving in Kansas and unloaded on the Missouri side.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

St. Paul, Kan.—Farmers have bot the Benedict eltr. that was operated under the name of the Chanute Grain Co. and will make repairs and improvements. Marion Fowler, Henry Groner, Lee Smith, J. N. George and Dan Hughes are among the most active of the stockholders.

Topeka, Kan.—It is the opinion of our attorneys that a shipper desiring to have his grain sold by sample can make the notation on his B/L and notify the Kansas inspection department direct or thru his receiver acting as his agent, that inspection is not desired, and for the department to keep hands off. If dealers wish to avoid payment of these excessive fees, we would suggest that they bill all grain to Kansas City, Missouri, intended for the Kansas City market, making the notation on each B/L, "State inspection not desired," and notify commission man to notify the Kansas inspection department at Kansas City, Kansas, that shipper wants grain sold by sample and authorize him to refuse to receipt for samples if delivered by the Kansas inspection department. Grain samplers will be provided to sample all cars immediately on their arrival in the city and the samples will be taken to the Board of Trade floor for sale.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Kansas City, Kan.—Co-operating with the Kansas Grain Dealers Ass'n and the Board of Trade of Kansas City, Mo., in fighting the exorbitant grain inspection fees imposed by the new Kansas grain inspection law, the proprietors of the public eltrs. on Apr. 1 gave notice to the state inspection department that their houses would be operated only as private warehouses, and the railway companies gave notice that the services of the inspectors and weighers would not be required after that date. Official weights for grain unloaded on the Kansas side of the river will be furnished by the weighing department of the Kansas City Board of Trade; and samples taken by the sampling department of the Board will be graded by the Missouri state grain inspection department, whose fees are more reasonable. After the new arrangement had gone into effect the Kansas inspectors persisted in their work; and the railroads gave notice that they would not be held for the fees. The Kansas Chief Inspector, D. R. Gorden, retorted that the inspection fees are a lien on the carload of grain. A. L. Berger, atty. for the eltr. companies, however, declares that the Kansas department has no jurisdiction as the grain is interstate, consigned to Kansas City, Mo., and the new state law is an unconstitutional interference with interstate commerce law. Chief Gorden holds that Kansas City, Kan., is the terminal point. As private operators the eltr. men declare the state has no authority over them, to make an inspection unless requested. The private eltr. operators have made application to the Board of Trade of Kansas City, Mo., to be made regular as permitted under its rules, thereby affording practically the same security as under their former public license. C. P. Moss, pres. of the Board, estimates that under the new law the fees would amount to \$90,000 a year, whereas the cost of operating the Kansas inspection department is only \$35,000.

KENTUCKY.

Hopkinsville, Ky.—The trial of R. H. Detreville, former pres. and general mgr. for the Acme M. & Eltr. Co., for embezzlement resulted in a hung jury. It is alleged that the company is hopelessly insolvent and its property will need to be sold to satisfy bondholders' claims.

Louisville, Ky.—The United States Supreme Court will hear arguments in the suit of the Louisville & Nashville vs. the Ky. R. R. commission next October. The original suit involved rates on grain, but the important point now is whether the commission has the right to fix rates, to which the railroad objects.

Moscow, Ky.—The eltr. and mill owned by W. S. Burnett burned recently; loss, \$10,000; insurance, \$4,500. The eltr. contained considerable wheat, bran and meal, all destroyed.

Burgin, Ky.—The large granary of Gilliam & Tulley burned in the evening of Mar. 20, with about 1,000 bus. of wheat. No insurance on the building, but contents fully insured. The fire was discovered shortly before 10 o'clock and is supposed to have been of incendiary origin.

LOUISIANA.

Lake Charles, La.—Representatives from 18 of the leading rice mills in the state met here recently and organized a clean-rice company under the name of the Louisiana State Rice Co.; authorized capital stock, \$500,000, of which \$15,000 is paid up. The object of the organization is to purchase clean rice from the mills and sell it thru one head.

New Orleans, La.—Corn amounting to 1,060,766 bus. was exported in March, and but one cargo of wheat, 1,663 bus.; compared with 273,827 bus. of corn and 2,216 bus. of wheat exported in the same month of last year. Since Sept. 1, 1910, wheat shipments aggregated 87,306 bus. and corn 5,326,783 bus.; against 1,146,928 bus. of wheat and 5,022,745 bus. of corn shipped in the corresponding period of the previous crop year.—W. L. Richeson, chief grain inspector Board of Trade.

MARYLAND.

BALTIMORE LETTER.

The stock of oats hovers around 130,000 bushels in all the eltrs. at Baltimore.—C.

"Tom" Richardson, the much-heralded advertising expert, who hails from Portland, Oregon, has been engaged to direct the Greater Baltimore boom.—C.

W. N. D. Thomas and William W. Ruth were elected to membership in the Chamber of Commerce in March and certificates in the names of Jas. A. Loane and H. W. Atkinson were transferred.—James B. Hessong, sec'y.

James W. Jerome, one of the oldest members of the Chamber of Commerce, and who represented Stevens Bros., died of old age at his home in this city, Mar. 13. Pres. Meyer appointed a committee from the Chamber of Commerce to attend his funeral.

Reports come from Connellsville, Pa., that the Western Maryland Railroad is distributing thousands of cross-ties along its right of way and it is understood that the laying of rails will shortly begin. This is the connecting link that will give Baltimore another trunk line.—C.

The annual auction of the grain and flour tables of the Chamber of Commerce was held on Monday, Apr. 3, and the usual spirited bidding for choice tables was manifested. The Dudley & Carpenter Co. was the highest bidder and accordingly was permitted to have the first selection of tables, and Frame, Knight & Co. were next.—C.

Baltimore received in March 241,596 bus. of wheat, 1,962,325 bus. of corn, 220,175 of oats, 34,411 or rye and no barley; compared with 123,320 bus. of wheat, 838,831 of corn, 288,583 of oats, 56,611 of rye and 2,441 bus. of barley received in the same month last year. March shipments included 171,928 bus. of wheat, 2,711,891 bus. of corn and 400 of oats; against 23,837 bus. of wheat, 1,578,321 of corn and 300 bus. of oats shipped in Mar., 1910.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Sturgis, Mich.—Isaac Portman is a scoop shoveler.

Montrose, Mich.—A. V. Heacock and Jas. McFarland are scoop shovelers.

Hudson, Mich.—L. Frandsdorf & Son are the only regular grain dealers here.

Lansing, Mich.—Gov. Osborn has been investigating bucket-shop operations and laws against them.

Findley sta., Burr Oak p. o., Mich.—I have sold all my eltrs. and am not now doing any grain business.—H. Walter.

Baroda, Mich.—H. K. Nold, proprietor of the Baroda City Mills, is the only regular grain dealer here; all others are scoopers.

Battle Creek, Mich.—The Quaker Oats Co. has let the contract for the erection of a fireproof plant to replace that burned recently.

Romeo, Mich.—I have succeeded the Romeo Eltr. Co., in which I have been interested for the last five years.—William Gray, Jr.

White Pigeon, Mich.—One scooper here, who gets about as many card bids from track buyers and commission men as the only regular dealer, F. L. Gill.

Constantine, Mich.—The Farmers Eltr. & Coal Co. has let the contract for the erection of a 20,000-bu. eltr. and warehouse to McAlister & O'Connor, work to begin at once. Electric power will be installed.

Tekonsha, Mich.—Bunting of Jackson, Mich., is doing a scoop-shovel business here with Roy Brott as his agt. He springs the price about 1c on oats and gets farmers to load into cars on stated days.

Newaygo, Mich.—The Newaygo Warehouse Co. is a scoop-shovel shipper; it only buys when it can get enough to ship out a car; also Fred Gifford, a farmer, who buys enough to make up a car with what he raises.

Ionia, Mich.—Many farmers and feeders here buy in car lots and divide a car among their farmer friends at no profit, a serious handicap to dealers compelled to maintain buildings and pay taxes.—J. Hale & Sons.

Newaygo, Mich.—We ship from 5,000 to 7,000 bus. of rye per year; but grind all our wheat and manufacture all our corn and oats into feed. Our firm is composed of Henry Easley, Sr., Louis and W. G. Easley.—Newaygo Mlg. Co.

Greenville, Mich.—None of the grain dealers in this town, except Wright Bros. and myself, has any storage capacity to speak of and ours is limited. I have just finished a little eltr. that brings up my capacity to 10,000 bus.—R. J. Tower.

North Adams, Mich.—We have been in the grain business here for the last two years. We handle about 35,000 bus. each of wheat and oats, depending on the season and crop. We are the only regular dealers here, all others are scoop shovelers.—E. C. W., Williams Bros.

Constantine, Mich.—The Farmers Eltr. & Coal Co. is a scoop-shovel affair. It has shipped in one car of corn and one of coal, both of very poor quality, but has shipped no cars of grain out. It has a hole in the ground but no building and has been a year trying to get started.—X.

Tekonsha, Mich.—The A. H. Randall Mlg. Co. buys about all the wheat around here and I buy the oats; no rye or other grains shipped from this station. I ship in western shelled corn and deal in clover seed and feeds. Have been in the grain and feed business in a small way about 25 years, probably handle 15 to 20 cars a year.—W. B. Abrams.

MINNESOTA.

Avon, Minn.—Frank Schmidt is having a 15,000-bu. eltr. built by the Burrell Eng. & Const. Co.

Canton, Minn.—The eltr. of the Farmers Co-op. Shpg. Co. will be closed until Aug. 1, 1911.—B. A. Norton, former mgr.

Rowena sta., Wabasso p. o., Minn.—The Farmers Eltr. Co. incorporated by James Peterson, Alex Datwyler, Joseph Salfer and others; capital stock, \$10,000.

Bagley, Minn.—Farmers are organizing a company to be called the Clearwater County Produce Ass'n and intend to build a warehouse and grain house.

Senator Sageng's bill, S. F. 894, amending Minnesota laws relating to statements by terminal warehouses, has been referred to the senate committee on grain and warehouses.

Senator V. L. Johnson's bill, S. F. 842, providing for the taxation of the business of operating grain eltrs. and warehouses in Minnesota, has been given to the senate committee on taxes and tax laws.

Fairmont, Minn.—The Fairmont Eltr. Co., a farmers company, wants to sell its eltr. on the Chi., Mil. & St. P., as it has not handled much grain.—G. F. Hine, agt. Western Eltr. Co.

The Minnesota senate has passed H. F. 663, changing the official title of the Minneapolis and Duluth grain inspection board to that of the Board of Grain Appeals at Minneapolis and Duluth.

New York Mills, Minn.—Farmers are organizing an eltr. company and are considering buying a house. H. C. Hanson, who has had charge of an eltr. in Brandon, is at the head of the movement.

Duluth, Minn.—The Duluth office of the Marfield-Tearse Co. will be closed and S. A. McPhail, who has represented that company here for a number of years, will be the Duluth representative of King, Farnum & Co., of Chicago.

Kasota, Minn.—The cleaning house of the Kasota Eltr. Co. suffered a fire loss, Mar. 25, of from \$10,000 to \$15,000, mostly in barley damaged by smoke and water. Four cars of barley ready for shipment burned with three empty ones, but 12 loaded cars were saved.

Detroit, Minn.—John Wick, local agt. for the Andrews Grain Co., has been disabled by a painful accident. When starting the gasoline engine at the eltr., Mar. 20, a flare-back caused the crank to strike his right hand, bruising it severely and breaking two small bones.

Kragness, Minn.—The recently incorporated Kragness Farmers Eltr. & Merc. Co. has bot the eltr. of the Duluth Eltr. Co. for \$3,750, with immediate possession. The house had been closed for part of the year and its new owners can use it all of the time.

Northfield, Minn.—The Farmers Merc. & Eltr. Co. is having an annex, covered with galvanized iron, built to its eltr. by the Honstain Bros. Co., to increase its capacity about 3,000 bus. A new set of legs will be built, a new boot installed and the entire plant respouted and reroofed.

Senator Clague has introduced a bill in the Minnesota legislature to compel all eltr. owners in this state to file a certified report with the warehouse commission, showing the number of bushels of the different grades of grain, gross weight and dockage of all grains received by them.

Speaker Dunn of the Minnesota house of representatives is said to be working on a bill to make grain rates from southern Minnesota points to Minneapolis and Duluth the same as from northern Minnesota, where the railroads have made low rates on grain on account of Canadian competition.

Mapleton, Minn.—The Commander Mill Co. of Minneapolis has decided not to rebuild its eltr. and mill that burned here, Mar. 15. It has obtained a large building at Montgomery and its employees in the burned mill and eltr. have been offered positions there. Farmers in this vicinity are considering organizing a company to build an eltr., replacing that burned.

Senator Dwinnell's bill, S. F. 737, which passed the Minnesota senate Apr. 5, amends laws relating to uniform Bs/L and gives the state R. R. and warehouse commission authority to designate the size and shape of the "order B/L." It was suggested by Minneapolis shippers who found the variance in the size of such B/L cumbersome. The present law governing conditions of the "order B/L" is not changed.

Senator Saugstad's bill, S. F. 782, amending Laws of 1905 relating to membership in chambers of commerce and boards of trade and the conduct of their business, has been referred to the senate committee on municipal corporations. The bill limits the price of memberships to \$5,000, makes quotations public property, and provides that no applicant for membership shall be denied admission except for good cause.

Mankato, Minn.—A spark from a passing locomotive started a fire on a beam under the eltr. operated by the Cargill Eltr. Co., Mar. 30, which was extinguished with a chemical before any damage was done. The Milwaukee Ry. Co. owns the building. The town council is endeavoring to get it moved.

Erskine, Minn.—The house of the Mnpls. & Nor. Eltr. Co. has been closed 2½ years and is likely to remain so. The Northland Eltr. Co., whose eltr. here on the Soo burned last June, will not rebuild, as it gets too little grain at this station. The St. Anthony & Dak. Eltr. Co., for which I am agt., has the only eltr. open here. This and the mill are amply able to handle all grain in this vicinity, as this country has gone into dairying in recent years.—J. B. Peterson.

Duluth, Minn.—Receipts of grain in March included 312,648 bus. of wheat, 98,371 of corn, 8,441 of oats, 156,641 of barley and 1,755 bus. of rye; compared with 2,752,362 bus. of wheat, no corn, 1,160,154 bus. of oats, 357,300 of barley and 74,716 bus. of rye received in the same month last year. March shipments included 137,748 bus. of wheat, 45,660 bus. of oats, 1,241 of barley and 16,323 bus. of rye; against 113,134 bus. of wheat, 367,123 of oats, 253,404 of barley, and 1,753 bus. of rye shipped in Mar., 1910.—Chas. Macdonald, sec'y Board of Trade.

St. Paul, Minn.—The location committee of the national corn exposition came here Mar. 23 and left next day without reaching any definite conclusion about holding the show here next year, except that Sec'y George H. Stevenson of Columbus, O., said: "The show is coming to Minnesota if the legislature passes the appropriation bill setting aside \$350,000 for the erection of the agricultural building for the state fair. Otherwise we will go to Columbia, S. C." The joint senate finance and house appropriation sub-committees of the Minnesota legislature voted Mar. 31, to disallow the \$350,000 asked.

Both houses of the Minnesota legislature will consider three great appropriation bills, Apr. 11, agreed on Apr. 3 by the senate committee on finances and the house committee on appropriations. They include the \$27,500 asked for in the Spooner bill, H. F. 830, as an annual appropriation for the Minnesota R. R. and warehouse commission, \$20,000 of which is to be used for expert assistance and \$7,500 for a special contingent fund with \$5,000 immediately available. The committee cut H. F. 852, asking \$1,500 annually for the Minnesota Field Crop Breeders Ass'n to \$500. The appropriation for the school of agriculture includes \$4,000 for grain and flour testing.

A. D. Wilson, head of the extension department of the Minnesota College of Agri., issued a statement Mar. 27, showing that the special seed train made 166 stops in its 20 days of operation over different lines, and was visited by 17,315 persons. The train ran on the Omaha four days, made 40 stops and received 4,445 visitors; Milwaukee three days, 30 stops, 2,680 visitors; St. L. three days, 27 stops, 2,700 visitors; Soo four days, 36 stops, 3,365 visitors; N. P. 33 stops in six days with 4,125 visitors. Many letters have been received indicating increased efforts for better crops. Officials of the N. P. and the Agri. College will watch results closely this season and endeavor to ascertain how many followed the advice given and how much the yields were increased thereby.

MINNEAPOLIS LETTER.

R. G. Sims, formerly with E. P. Bacon & Co. of Milwaukee, is now acting as assistant salesman on the floor for the Fraser-Smith Co.

The following were admitted to membership in the Chamber of Commerce in March: E. A. Cawcutt, J. Austin Regan, H. F. Shepherdson, W. A. Anderson and F. B. Carr.—John G. McHugh, sec'y.

Besides its commodious general office in its new quarters in the new Chamber of Commerce, the Loomis-Benson Co. has three private offices for the firm's executives. Its officers are O. T. Newhouse, B. F. Benson and D. Engstrom.

A 15-day workhouse sentence was imposed on Einar Harrison, Mar. 29, for stealing a bushel of wheat from an N. P. car.

Lots of barley coming on the market, which perhaps would not but for the fact that the barley market is so much out of line with everything else.—F. M. Davies.

The Minneapolis Traffic Ass'n has filed intervention papers in the case of the complaint made by the traffic committee of the Duluth Board of Trade against freight rates to and from Minneapolis. The Interstate Commerce Commission may appoint the hearing in Milwaukee, as that city's shipping interests are interested in the case.

The Soo's commercial agt. has posted a notice at the Chamber of Commerce cautioning grain shippers and receivers to see that Bs/L read in accordance with the law in every particular as banks will not take them for security on loans when an omission of words make them technically unacceptable. It is required that every B/L to be used as collateral shall have the words "inspection allowed" on it.

Receipts of grain in March included 6,305,190 bus. of wheat, 879,760 of corn, 1,224,070 of oats, 1,318,120 of barley and 135,980 bus. of rye; compared with 9,066,540 bus. of wheat, 588,050 of corn, 1,556,730 of oats, 1,850,640 of barley and 159,020 bus. of rye received in the same month last year. Shipments in March included 2,003,340 bus. of wheat, 713,900 of corn, 1,500,330 of oats, 1,478,310 of barley and 111,200 bus. of rye; against 1,410,750 bus. of wheat, 768,640 of corn, 1,636,730 of oats, 1,820,880 of barley and 101,160 bus. of rye shipped in Mar., 1910.—John G. McHugh, sec'y Chamber of Commerce.

MISSOURI.

St. Joseph, Mo.—The Burke Grain Co., incorporated.

Higginsville, Mo.—The Eagle Mill & Eltr. Co. will install a Hall Signaling Distributor in its eltr.

Center, Mo.—The Center Grain Co. is building an eltr. It will be equipped with a Hall Signaling Distributor.

Rutledge, Mo.—I am no longer in the grain business and my successor here is J. A. Gunnell.—Frank M. Smith, formerly agt. W. H. Perrine & Co.

Greenfield, Mo.—The eltr. owned by H. V. & R. H. Merrill burned April 5. The eltr. was leased to the Barker Grain Co., and the loss covered by insurance.

St. Joseph, Mo.—The United States Grain, Flour and Feed Co., incorporated, capital, \$20,000; incorporators: J. W. Kramer, Willis Kramer and J. E. Kramer.

Jefferson City, Mo.—A bill has been passed by the legislature which empowers the board of railroad and warehouse commissioners to fix switching charges at all cities in the state.

Warrensburg, Mo.—The new eltr. of Jesse J. Culp is now in full operation. It is of cribbed construction, iron clad and iron-roofed and of 35,000 bus. capacity. It is equipped with a 25 h. p. Witte Gas engine and a Eureka Combination separator.

The Farmers Union of Southwest Missouri and Northwest Arkansas has rapidly increased the number of its warehouses during the past two years and its members have decided to keep their grain off the market until there is a decided improvement in prices. Members claim that inasmuch as there is nearly 150 warehouses belonging to the union, it is not necessary to accept the prices afforded by an unsteady market.

KANSAS CITY LETTER.

R. F. Atwood has been admitted to membership in the Board of Trade upon transfer from R. G. Brown.

The board of railroad and warehouse commissioners has instructed Atty. Gen. Major to prosecute the Walker Grain Co. of Ft. Worth, Tex., for the alleged falsification of grades on Missouri official inspection certificates.

Receipts of grain at Kansas City during March included 964,800 bus. of wheat, 1,371,600 of corn, 428,400 of oats and 50,400 of barley compared with 1,971,200 bus. of wheat, 1,575,500 of corn, 313,000 of oats, 63,800 of barley and 9,900 of rye received in March, 1910. Shipments during March included 1,290,000 bus. of wheat, 1,112,400 of corn, 345,100 of oats, 46,200 of barley and 1,100 of rye compared with 1,986,600 of wheat, 1,923,950 of corn, 420,000 of oats, 42,900 of barley and 4,400 of rye shipped in March, 1910.—E. D. Bigelow, sec'y Board of Trade.

Homer T. Fowler, assignee of the Perry C. Smith Grain Co., on Apr. 3 filed an inventory of the grain firm's liabilities, which amount to \$503,994.86. These debts to banks and individuals for money advanced on warehouse receipts, a total of \$255,000, are shown: Pioneer Trust Company, \$40,000; C. S. Jobes, \$78,000; Security National bank, \$15,000; National Bank of Commerce, \$122,000. The bills receivable account shows only \$21,000. Office fixtures and grain in storage elsewhere than in Kansas City also are listed. The assets are \$7,000 to \$10,000. All the grain in the Kansas-Missouri Eltr., except 90 bus., is covered by receipts of the Hall-Baker Grain Co. Perry C. Smith has resigned as a director of the Kansas City Board of Trade.

Operation of the Kansas-Missouri Eltr. has been resumed under an agreement by the Hall-Baker Grain Co. to reimburse the banks for wheat to be shipped out, if the courts do not decide the ownership of the grain to be in the Hall-Baker Grain Co., holder of the warehouse receipts. Accordingly the replevin proceedings of the National Bank of Commerce were dismissed, the order of court granted the Security Bank, restraining the removal of grain, having already been dissolved owing to the refusal of the bank to indemnify all concerned for damages resulting from the closing of the house. The bank, however, again applied to the court, the second time for a receiver for the grain and the reissued warehouse receipts. On hearing Apr. 5 the court continued the application for a week, as D. C. Williams, superintendent of the eltr. testified that the grain in the house was the property of the Hall-Baker Grain Co., and J. H. Lucas, atty. for the eltr. company, stated that an investigation was in progress and the company was prepared to satisfy its legal liability. The eltr. company is controlled by the Missouri Pacific Railroad.

ST. LOUIS LETTER.

The Merchants Exchange was closed election day, Apr. 4, and will also be closed on Good Friday, April 14.

Hiram O. Zerses, who is connected with B. H. Lang & Co. has applied for membership in the Merchants Exchange.

Baled hay amounting to 7,000 tons and valued at \$90,000 was destroyed Mar. 25 when the warehouse of the Wehmeier-Zenk Co., in East St. Louis, burned.

Eugene Smith, assistant sec'y of the Merchants Exchange, is now managing the Chamber of Commerce bldg. which is owned by the Merchants Exchange. He will retain the office of assistant sec'y.

A young woman who claimed her name to be the same as his and who told a hard luck story obtained \$7 from A. J. Poor recently. Upon discovering that the woman was dishonest he caused her arrest.

Crop improvement workers of the Merchants Exchange met a committee from the St. Charles Improvement Ass'n recently and discussed plans for the establishment of an agricultural experiment station at St. Charles. The organization of boys' corn clubs and a special effort to push St. Charles white corn will probably result.

The tax stamps which must now be applied on contracts for "futures" are cancelled when passing thru the clearing houses. Pres. Moffitt says that the law practically makes the Merchants Exchange responsible for the regular collection of the tax and that he favors the adoption of a rule providing for the expulsion of any member who evades the tax.

It is planned to present a petition to the board of directors asking that the fee on memberships be reduced from \$100 to \$5. Such action would restore the fee to what it was several years ago. It is said that the increase of the fee was made without a vote of the membership. Memberships have changed hands recently for \$10 plus the transfer fee of \$100, and it is because of the desire of members to sell at a less inflated price that the reduction of the fee is sought.

Receipts of grain at St. Louis during March included 999 sacks and 1,175,900 bus. of wheat, 9,234 sacks and 1,947,600 bus. of corn, 276 sacks and 1,581,000 bus. of oats, 36 sacks and 15,400 bus. of rye and 117,600 bus. of barley; compared with 10,645 sacks and 1,065,000 bus. of wheat, 2,602 sacks and 2,145,000 bus. of corn, 308 sacks and 1,576,600 bus. of oats, 38,000 of rye and 243,900 bus. of barley, received during March, 1910. Shipments during the month amounted to 1,015,820 bus. of wheat, 16,310 sacks and 914,450 bus. of corn, 27,990 sacks and 1,113,330 bus. of oats, 21,390 bus. of rye and 22,000 bus. of barley; compared with 4,100 sacks and 1,518,560 bus. of wheat, 34,560 sacks and 1,647,410 bus. of corn, 32,870 sacks and 1,352,800 bus. of oats, 33,150 bus. of rye and 13,550 bus. of barley shipped during March, 1910.—Geo. H. Morgan, sec'y Merchants Exchange.

NEBRASKA.

Belvidere, Neb.—I have bot the eltr. of the Belvidere Grain & Coal Co.—A. G. Burruss.

Arlington, Neb.—The Updike Grain Co. is installing two Hall Signaling Grain Distributors.

Red Cloud, Neb.—The eltr. of the Duff Grain Co., with a capacity of 15,000 bus., burned Mar. 31.

Holdrege, Neb.—We have installed a 7-bu. Sonander Bagger and a crude oil engine.—Central Granaries Co.

Lincoln, Neb.—S. F. 232, a bill to compel railroads to build switches to eltrs. has been passed by the Senate.

Superior, Neb.—The mixing plant being constructed for the alfalfa Products Co. will be completed about April 20.

McCook, Neb.—We have equipped our eltr. with a 7-bu. Sonander Automatic Bagger. The Winters-Coleman Scale Co. installed it.—The Updike Grain Co.

Genoa, Neb.—H. E. Fonda & Bros. have incorporated under the name of H. E. Fonda & Co. with a capital stock of \$50,000.

Pauline, Neb.—I have bot the eltr. formerly owned by the Updike Grain Co. and recently leased to S. G. Endleman.—John W. McCleery.

Lincoln, Neb.—A bill which defines the liability of telegraph companies for the non-delivery of messages has been passed by the Senate.

Filley, Neb.—Farmers here are planning the organization of a Farmers Eltr. Co. and considering the purchase of the eltr. of A. L. Stanhope.

Wausa, Neb.—L. J. Boedeker is the successor to Aug. Danielson as agt. for the Anchor Grain Co.—C. J. Johnson, agt. Saunders-Westrand Co.

Thayer, Neb.—Geo. Steube is my successor as mgr. of the Van Wickle Gr. & Lbr. Co. Mr. Steube has been with the firm for 5 yrs.—M. G. Koons.

Prosser, Neb.—The Farmers Grain & Stock Co. has been taken over by a number of the old stockholders and reorganized under the name of the Verona Grain & Lbr. Co.

Pauline, Neb.—The Millers Grain Co., which is owned by D. S. Warwick and C. G. Hopkins, with headquarters in Hutchinson, Kan., is erecting a 25,000-bu. eltr. near here.

Lincoln, Neb.—The anti-bucketshop bill of Senator Bartos has passed the Senate and sent to the house. The bill makes it a felony to patronize a bucketshop as well as to conduct one.

Denton, Neb.—Peter Harrach is the successor of H. F. Austin.

OMAHA LETTER.

The Merriam & Millard Co. are installing a 7-bu. Sonander Automatic Scale.

The terminal eltr. of the Imperial Mfg. Co. at Council Bluffs is being equipped with two 1600-bu. Howe Hopper Scales and a 7-bu. Sonander Sacking Scale by the York Foundry & Engine Works. The eltr. is rapidly nearing completion.

I have accepted a position as supt. of the Imperial Mfg. Co.'s terminal eltr. at Council Bluffs. I have been in charge of an eltr. at Thayer, Neb. for the past 21 yrs., the last 16 of which were with the Van Wickle Grain & Lbr. Co.—M. G. Koons.

Receipts of grain at Omaha during March included 422,400 bus. of wheat, 1,711,200 of corn, 579,700 of oats, 12,100 of rye and 373,800 of barley; compared with 608,400 bus. of wheat, 2,609,200 of corn, 638,400 of oats, 22,000 of rye and 17,000 of barley in March, 1910. Shipments during March totaled 303,000 bus. of wheat, 1,074,000 of corn, 910,500 of oats, 5,000 of rye and 73,000 of barley; compared with 280,000 of wheat, 2,150,000 of corn, 736,500 of oats, 18,000 of rye and 16,000 of barley shipped in March, 1910.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Stockbridge, Mass.—M. Flynn & Co. will engage in the grain and feed business here.

Springfield, Mass.—The eltr. of W. N. Potter & Sons, built at a cost of \$75,000, has been completed.

Huntington, Shelton p. o., Conn.—The J. A. Birge Co., incorporated, capital, \$20,000; incorporators: John A. Birge and others.

Boston, Mass.—Arthur H. Merritt has resigned as the New England mgr. for Chapin & Co. and will engage in another business.

New Haven, Conn.—Abner Hendee has sold his retail business to W. G. Crittenden, but will continue to run the wholesale business from his offices in the Wood bldg. after May 1.

Boston, Mass.—The annual dinner of the New England Grain Dealers Ass'n was held here Mar. 31. Among the speakers were Senator Moses E. Clapp of Minnesota and Louis D. Brandeis, the well-known attorney.

Boston, Mass.—Members of the Chamber of Commerce held a meeting Mar. 29 to consider the revision of the rules governing trade and to form a grain trade board to affiliate with the Chamber of Commerce.

Burlington, Vt.—Elwin H. Grice has bot suit against the Quaker Oats company for damages alleged to have been sustained as the result of fire which followed an explosion of dust in the defendants eltr. in October, 1908, and which the plaintiff charges was the result of negligence in keeping the eltr. clean.

NEW YORK.

Ransomville, N. Y.—A gasoline explosion in the eltr. of G. H. Foote recently caused a fire that resulted in a loss of \$17,000.

Buffalo, N. Y.—W. J. McElroy formerly with the Grandin Mfg. Co., of Jamestown, N. Y., will go into the grain commission business here.

Oneonta, N. Y.—Work will soon be commenced on a large eltr. and warehouse for Morris Bros. The building will be 190x70 ft. and 60 ft. high, costing \$25,000. The contract has been given to Mitchell & Co.

New York, N. Y.—John J. Roche, formerly employed by the defunct firm of Simmonds & Co., recently testified that the firm did a "crooked" bucketshop business and that he had been offered \$50,000 if he would get possession of a check that had been issued by Geo. H. Scarborough, a special agent of the department of justice, who had dealings with the firm. As a result of his transactions, Mr. Scarborough was forced to resign Mar. 23.

Geneva, N. Y.—The Patent Cereals Co. will erect a receiving house and eltr.

Brooklyn, N. Y.—Two employees and a customer were killed when the building of Wm. Gleichman & Co. collapsed and buried them in an avalanche of timbers and oats. The building was heavily loaded with hay, grain and excelsior.

NORTH DAKOTA.

Stampede, N. D.—The powerhouse of N. J. Olsen & Sons burned Mar. 30.

New England, N. D.—W. M. Holton is planning to engage in the grain buying business here.

Westhope, N. D.—The eltr. of the Winter & Ames Co., which burned recently, will be rebuilt.

Hampden, N. D.—The Winter & Ames Co., of Minneapolis, has bot the eltr. of the Duluth Eltr. Co.

Fessenden, N. D.—I will soon close the eltr. and leave for the remainder of the crop year.—T. W. Crissman.

Drayton, N. D.—The eltr. of the Hogg Eltr. Co. has been closed following the foreclosure of the mortgage.

Penn, N. D.—The eltr. of the Imperial Eltr. Co., containing a large amount of wheat, barley and flax, burned recently.

Upham, N. D.—Out of the six eltrs, located here only those of the Upham Farmers Eltr. Co. and the McCabe Bros. Eltr. Co. are open.—John D. Gruber Co.

Danzig, Ashley p. o., N. D.—The Farmers Eltr. Co., incorporated, capital stock, \$10,000; incorporators: George Gackle and Peter Billigmeier of Kulm and Geo. E. Schlechter of Bodon.

Alfred, N. D.—Officers of the Farmers Eltr. Co. have announced that they will replace their eltr. which burned recently with one of either concrete or steel construction.

Hurdsfield, N. D.—The newly organized Farmers Eltr. Co. has elected the following officers: Ole J. Olson, pres.; Lee Benshoff, sec'y; Martin Houg, treas., and Messrs. Kerr, Peck, Canning and others, directors.

Flasher, N. D.—The Farmers Eltr. Co. has been organized and will incorporate with a capital stock of \$50,000. The officers are: Jacob Bollinger, pres.; E. N. Bosworth, vice-pres.; H. C. Jackson, sec'y; J. A. Pierson, treas., and J. W. Stevenson, A. A. Lindblom, August Gustine, D. Mackey, J. H. Brown, H. E. Cotner and Chas. Wiebers, directors.

Marmarth, N. D.—A. E. Odegard, agt. for the Western Grain Co. here, narrowly escaped fatal injuries recently when his clothing was caught in the shaft while trying to run another belt onto the line shaft. He was thrown over the shaft and wedged against a partition on the other side so tightly that it took two men to release him when help arrived.

Bismarck, N. D.—The bill which provided for the appointment of a grain inspector at Duluth and another at Minneapolis to look after the interests of the North Dakota grain shippers has been vetoed by Governor Burke upon the grounds that it would mean an unnecessary expense and that the state had maintained inspectors in Minnesota for the past two years.

Fargo, N. D.—The Equity Terminal Eltr. Co. has been incorporated with a capital stock of \$50,000. J. M. Anderson, Fargo, pres.; Bert Cole, Campbell, Minn., vice-pres.; S. H. Squires, Fargo, sec'y, and W. C. McFadden of Fargo, formerly a member of the Wisconsin Railroad and Warehouse Commission, treas. Headquarters will be located here. It is proposed to increase the capital to \$200,000.

OHIO.

Era, O.—Loufburrow & Morgan have been succeeded by W. M. Mogan.

Bell Center, O.—Nogle & Baird are the only regular dealers here. All others are scoop shovelers.

Galloway, O.—Geo B. Earle has succeeded the late D. B. Peters.

Clarksville, O.—I have been conducting the business of the late H. R. Austin since Dec. 27, 1910.—D. C. Austin.

Newton Falls, O.—Klingensmith Bros. are the only regular dealers here, H. H. Porter having gone out of business.

Elmore, O.—The recently organized Farmers Eltr. Co. has bot the eltr. of Magee & Pfaffenbach, paying \$15,000, and has taken possession.

Columbus, O.—Nathan Meyer has been defeated in his suit against the Iroquois Hotel Co. to secure \$1,200 which he claims to have lost in an alleged bucketshop in the Chittenden Hotel bldg.

Lima, O.—Elevator operators and millers of Northwestern Ohio met at this city, Mar. 31 at the Lima house and participated in an interesting and instructive program. Among the reports scheduled were sec'y's report by T. P. Riddle, treas' report by D. R. Risser, arbitration board's report by Earl C. Bear, and legislative committee's report by Chas. T. Pierce. State Sec'y J. W. McCord was present. The most interest was taken in the corn grading contest, each dealer giving his judgment of 10 numbered samples on a ballot, to show the degree of uniformity of views, the results being compiled by a committee of judges, and followed by an instructive discussion on "Buying on Grades, How and Why." A committee, with S. W. Kemp chairman, was authorized to call a convention of hay shippers of Northwestern Ohio.

CINCINNATI LETTER.

Paul Van Leunen & Co. of Decatur, Ill., have opened an office in this city.

Christian Nielsen, dealer in feed and flour has applied for membership in the Chamber of Commerce.

Charles Van Leunen of Van Leunen & Co., celebrated the arrival of a boy at his home last week. Mother and son are doing well.

Joseph F. Costello, formerly of the Union Grain and Hay Co., who has been traveling in California with Mrs. Costello for four months, returned April 5, much improved in health. He will undoubtedly reenter the local grain and hay market.

Prices of ear corn have been advancing steadily for more than a week. Dealers say that the demands for ear corn are greater than the supply by a considerable margin, and advise shippers to send in their crops to secure the advantage of the increased rate. Shell grades have advanced also but not so rapidly. The advances are also due, dealers say, to the heavy demand.

A plan to merge the Chamber of Commerce and Business Men's Clubs into a Chamber of Commerce with 3,000 members, which has been recently suggested along new lines, is being freely discussed by the grain dealers. They are chiefly concerned as the new building plans provide them with a space on the top floor which would give them perfect lighting facilities at all times.

Several members of the Chamber of Commerce are urging a change in the moisture test from 16 per cent to 17 per cent. They claim that the 16 per cent rule does not allow sufficient leeway, and that because of its strict enforcement a scarcity in No. 2 is caused. By allowing 17 per cent, they claim, the difference will allow enough No. 2 to be passed to meet the demand. Those in opposition to the plan claim that it would be detrimental to the trade, and especially if Cincinnati is the only city to adopt the ruling. Dealers who neither favor or oppose the contemplated change state that in their opinion, the present is the wrong time to consider the change, and advocate waiting until the new crops are harvested. It would be better, they say, to wait until the meeting of the National Grain Dealers Ass'n in October, and in order to continue the uniformity of grading, bring it up for adoption or rejection at its session. The latter opinion is gaining ground, and this may be the ultimate outcome.

The Grain & Hay Salesmen's Ass'n was organized recently with nearly thirty members. Wm. Klein is pres., W. J. Perin, vice-pres., J. H. Fedders, treas., Thomas O'Neil, secy, and Chas. H. Granger, Louis Klein, E. J. Skidmore, J. H. Gilmore and Frank Butz, directors.

Grain receipts at Cincinnati during March included 433,302 bus. of wheat, 972,542 of corn, 571,482 of oats, 24,912 of barley and 36,454 of rye; compared with 289,875 of wheat, 705,050 of corn, 475,866 of oats, 99,695 of barley and 89,240 of rye in March, 1910. Shipments during the month included 329,888 of wheat, 478,477 of corn, 445,749 of oats, 3,154 of barley and 19,560 of rye; compared with 216,912 bus. of wheat, 443,430 of corn, 222,694 of oats, 20 of barley and 30,158 of rye shipped in March, 1910.—C. B. Murray, supt. Chamber of Commerce.

Reports that the committee on hay inspection of the Chamber of Commerce had decided to devise some method whereby the revenue from hay inspection fees would equal the cost of running the department, at its meeting Friday, April 7, were the principal topic of discussion among the Cincinnati hay dealers at their sessions Friday and Saturday. The matter was brot up at the regular meeting of the hay inspection committee. It was agreed that the revenue should be increased by a majority of the hay dealers present, but the discussion was caused by the various proposals as to the manner of meeting the deficit. At present the fees are 30 cents per car for door inspections and \$1 for reinspection. It was suggested that the fee be changed to \$1.30 for door inspection and the reinspection gratis. Many dealers complained that their shippers did not require reinspection and that if the \$1 was added to the door fee it would work a hardship. Other dealers suggested an arrangement of 50 cents and 90 cents. No definite action was taken and a general meeting of the hay trade will probably be called before a recommendation for any change is made to the Board of Directors of 'Change.

TOLEDO LETTER.

The Raymond P. Lipe Co. has let the contract to the Hess Warming & Ventilating Co. for two Ideal Grain Driers, to be installed in its terminal eltr.

The National Mlg. Co. has given notice that after July 1, the rates for the storage of corn in its eltr. will be 1/40c per day and the elevation charge 1/2c per day, including 10 days of storage free.

Henry R. Raddatz, formerly with Southworth & Co., and W. A. Rundell & Co. and for the past four years with John Wickenhiser & Co., has gone into business for himself and will take offices in the Produce Exchange bldg. Mr. Raddatz is second vice-pres. of the exchange and one of its youngest and most aggressive members and the possessor of much knowledge concerning seeds, rates and the grain business in general.

Toledo grain receipts during March were 221,000 bus. of wheat, 236,200 of corn, 160,500 of oats and no rye; compared with 124,500 of wheat, 486,500 of corn, 174,350 of oats and 16,500 of rye during March, 1910. Shipments during March were 93,500 bus. of wheat, 452,600 of corn, 174,500 of oats and 500 of rye; compared with 135,400 bus. of wheat, 180,300 of corn, 109,100 of oats and 11,700 of rye in March, 1910.—A Gassaway, sec'y Produce Exchange.

OKLAHOMA.

Oklahoma City, Okla.—The Oklahoma Alfaifa Products Co., incorporated, capital, \$50,000; incorporators: Maior Moberly, Gertrude Chaffee and Vere Moberly.

C. F. Prouty of Oklahoma City, sec'y of the Oklahoma Grain Dealers Ass'n and C. V. Topping, sec'y of the state millers ass'n, having been appointed a committee to revise the grain inspection rules of the state, have requested dealers to offer suggestions as to additions or changes in the proposed rules outlined elsewhere in this number of the Journal, under the head "Proposed Changes in Oklahoma Inspection Rules.

Ninnekah, Okla.—Dickenson & Manly are the successors of G. W. Thomas.

Wann, Okla.—The eltr. of the Midland Eltr. Co. burned recently, with a loss of \$5,000.

Oklahoma City, Okla.—The state inspection commission at the instigation of the chief inspector has reduced the grain inspection fee from \$1 to 50 cents per car.

Butler, Okla.—The Hinton Mlg. Co. of Hinton, Okla., have bot the eltr. of Stout & Son. Stut & Co. will continue in the grain business at that or some nearby point.

Grove, Okla.—The eltr. of J. F. Pace has been completed. It is 70x40x82 ft., has a concrete foundation and a capacity of 40,000 bus. Crude oil will furnish power.

"A Dry Farming Special" is now being run thru Oklahoma under the auspices of the International Dry Farming Congress and the Rock Island railroad, having for a special object the increasing cultivation of milo maize, which thrives well in Oklahoma soil and is nearly as good as corn for feeding hogs.

OREGON.

Madras, Ore.—The new grain warehouse at this station have already received 50,000 bus. of wheat for transportation to Portland over the new railroad.

PENNSYLVANIA.

Pittsburg, Pa.—Trade is very quiet here altho receipts are light and hardly enough to meet local requirements. This market needs sound, bright, clover hay, good mixed, timothy hay and ear corn. Demand for bran is also hard to supply, altho the trade is cautious not to over-buy on account of that commodity being abnormally high.—W. F. Heck & Co.

Pittsburg, Pa.—The Pennsylvania, the P. C. C. & St. L., the U. & O. and the P. & L. E. made the demand, effective April 1, that when ordering out cars of hay, straw, ear corn and all grain not weighed thru public eltrs, the consignee shall certify on the reconsigning order the invoice weight and that their weight will be corrected to that basis, subject to published minimum weights with the agreement that in case of a later difference in outturn weight the railroad delivering the car to Pittsburg will settle the claim. On settlements made on a basis of outturn weights it will be necessary to present a certified copy of the original invoice, certified statement of the outturn weight and a certificate that the weight named was the weight actually used in settlement with the shipper.

PHILADELPHIA LETTER.

Philadelphia received during March 532,247 bus. of wheat, 1,144,190 of corn and 481,409 of oats; compared with 311,529 bus. of wheat, 133,758 of corn and 517,288 of oats received during March, 1910.

Exports of corn for the past three months are 3,961,593 ahead of the same period of 1910, and the receipts of oats here for 3 months shows an increase of 452,341 bus. over last year.

A united effort is to be made by the four leading trade organizations here to have the Interstate Commerce Commission at its hearing on Apr. 19 fix a permanent equality freight import rate with Baltimore and New York, and a lower rate than Boston, all working at present on a parity arranged by the U. S. Government tribunal.—S. R. E.

SOUTH DAKOTA.

Huron, S. D.—I will rebuild my eltr. here this summer.—G. D. Smith.

Shindler, S. D.—Marion Sylvius of Sioux Falls, S. D., has bot the eltr. of F. Rudloff.

Hecla, S. W.—The Farmers Eltr. Co. has incorporated with a capital of \$10,000 and will erect an eltr. during the coming summer.

Watertown, S. D.—I have removed here from Willow Lake, S. D.

Rockham, S. D.—The Atlas Eltr Co. is erecting a 30,000-bu. eltr. T. E. Ibberson has the contract.

Sioux Falls, S. D.—A meeting of the creditors of John E. Carlon will be held here April 13 to consider bids on certain land formerly owned by Mr. Carlon.

Mission Hill, S. D.—John Alder has succeeded C. R. Kerr as mgr. of the Farmers Eltr. Co. Mr. Kerr is now traveling for the Maartens Bros. Mfg. Co. of Sioux City, Ia.—A. W. Melville.

Sinal, S. D.—The newly organized Farmers Eltr. Co. has bot the eltr. of H. Hoganson & Co., and will take possession July 1. The company will incorporate with a capital stock of \$6,000. E. D. Evans will be mgr. of the eltr.

Conde, S. D.—The Eagle Roller Mill Co. is erecting a 30,000 bu. eltr. T. E. Ibberson has the contract. The Atlas Eltr. Co., whose eltr. here burned about two years ago, will erect another of about 30,000 bus. capacity. Work will start May 1. T. E. Ibberson has secured this contract also.

SOUTHEAST.

Jacksonville, Fla.—We have succeeded Thos. T. Elmore & Co. My brother will be admitted to the firm.—W. A. Wiggs, mgr. W. A. Wiggs & Co.

Columbia, S. C.—The Columbia Grain & Provision Co., incorporated, capital stock, \$25,000; incorporators: B. R. Cooner, pres. and treas. and M. M. Platt, vice-pres. and sec'y.

Staunton, Va.—The warehouse of W. C. Bosserman & Co. and the mill of the Staunton Mfg. Co. burned in a general fire here Mar. 21. The loss of the former was \$4,000, insurance \$2,000, and the latter \$13,000, insurance \$9,000.

TENNESSEE.

Memphis, Tenn.—The eltr. of the Roberts & Hamner Co. has been completed and is occupied.

Memphis, Tenn.—Webb & Maury are building an addition to their eltr. Kaucher, Hodges & Co. have the contract.

Chattanooga, Tenn.—The Mountain City Mfg. Co. will erect a concrete warehouse. The A. E. Baxter Engineering & Appraisal Co. is drawing the plans.

NASHVILLE LETTER.

E. C. Hawkins has become connected with the Neil & Shofner Co.

I am no longer in the grain business.—W. R. Bryan of W. R. Bryan & Co.

Dry corn in some demand but heavy moisture content not desired for Southern trade.—Caswell E. Rose.

The eltr. of the Gillette Grain Co. burned recently with a loss of between \$20,000 and \$30,000 partially covered with insurance.

Daniel, Binns & Laurent, incorporated, capital stock, \$50,000; incorporators: E. E. Laurent, Howard L. Daniel, Thos. W. Binns, W. B. Anderson and W. S. Laurent. The firm has bot the eltr. of Samuels & Co.

TEXAS.

Zulch, Tex.—The charter of the Farmers Union Warehouse Co. has been dissolved.

El Paso, Tex.—I intend to start in the grain business here in a few months.—Herman Springer.

Texas City, Tex.—The big terminal eltr. of the Texas City Transportation Co. has been completed.

Ft. Worth, Tex.—The eltr. of the A. B. Crouch Grain Co., which burned recently, will be rebuilt at once.

San Angelo, Tex.—The Paul Garrett Mfg. Co. is erecting an eltr. and flour mill to replace the one recently burned. It will cost \$40,000.

Texas City, Tex.—The Texas City Board of Trade, incorporated, no capital. Incorporators: J. T. Sheffield, W. F. Bookman, William Moore, and others.

Waco, Tex.—The Early, Clement Grain Co. has been dissolved, Eugene Early buying the interest of B. E. Clement and discontinuing the business. The plant will be sold.

Ft. Worth, Tex.—General freight agents held a meeting here recently at which grain rates were discussed. No action was taken but another meeting was planned to be held in the near future.

Galveston, Tex.—Wheat amounting to 7,965 bus. and 298,864 bus. of corn has been shipped from this port during the 7 months prior to Apr. 1, against 1,601,298 bus. of wheat and 1,863,782 bus. of corn shipped during the corresponding period of last year.—C. McD. Robinson, chief inspector Galveston Board of Trade.

Beaumont, Tex.—J. E. Josey, pres. of the Josey-Miller Grain Co., shot and instantly killed Columbus Jackson, a negro, who had been in the employ of the company for the past five years. The negro had been making nocturnal visits to the eltr. for several nights evidently for the purpose of stealing feed.

Ft. Worth, Tex.—Fourteen indictments, charging forgery and theft, have been returned by the grand jury following the arrest of J. L. Walker, proprietor of the Walker Grain Co. and his brother, R. A. Walker, bookkeeper of the firm, who are charged with having changed weight certificates. It is alleged that the accused would buy a car of grain from a shipper, ordering it shipped to Ft. Worth, and after having received the B/L would have the car diverted to some other point where the grain would be weighed and a certificate of the weight sent to Ft. Worth. A certificate would then be issued, it is charged, upon one of the company's own forms, as if the grain had been weighed at Ft. Worth, and showing a weight much below the actual. The accused are out on bonds to await trial.

UTAH.

Salt Lake City, Utah.—We have moved our headquarters from Ogden to this city.—The W. O. Kay Eltr. Co.

WASHINGTON.

Farmington, Wash.—A contract has been awarded to Kerr, Gifford & Co. by the Farmers Union to furnish 125,000 grain bags.

Olympia, Wash.—S. B. 228, providing for a new grain inspection system has been signed by the governor and has become a law.

WISCONSIN.

Boyd, Wis.—We bot the eltr. of the Western Eltr. Co. Mar. 29, paying \$2,000. We will install a feed mill, a gasoline engine and build a potato warehouse.—Boyd Produce Co., Chris Luebstorff, mgr.

Superior, Wis.—A charter has been granted the Equity Terminal Eltr. Co., at Fargo, N. D., with a capital of \$50,000, which will probably be increased later to \$200,000. Construction of an eltr. to be located here will be begun in the near future.

MILWAUKEE LETTER.

Memberships in the Chamber of Commerce which have been transferred recently were those of J. E. Woodworth and Jno. Lawrence.

Receipts of grain at Milwaukee during March were: 344,650 bus. of wheat, 789,870 of corn, 1,020,000 of oats, 978,800 of barley and 158,100 of rye; compared with 1,143,560 bus. of wheat, 959,970 of corn, 1,160,600 of oats, 1,650,193 of barley and 73,020 of rye received in March, 1910. Shipments during the month included 424,225 bus. of wheat, 987,498 of corn, 1,114,074 of oats, 547,517 of barley and 220,680 of rye; compared with 118,724 of wheat, 744,284 of corn, 1,218,471 of oats, 280,581 of barley and 63,512 of rye shipped during March, 1910.—H. A. Plumb, sec'y Chamber of Commerce.

Milwaukee, Wis.—The adoption of No. 2 northern spring and No. 2 hard as contract grades as well as No. 2 red has been recommended for this market.

Knowles, Wis.—The Milwaukee Eltr. Co. is installing new machinery and repairing its eltr. The work is being done by the Burrell Engineering & Const. Co.

At the annual election held Apr. 3, there were chosen the following officers of the Chamber of Commerce: W. P. Bishop, pres.; M. G. Rankin, 1st vice-pres.; P. P. Donahue, 2d vice-pres.; H. A. Plumb, sec'y and treas.; E. H. Dadmun, B. G. Ellsworth and D. G. Owen were chosen directors for a period of 3 years and W. J. Armstrong, A. L. Johnstone, J. J. Crandall, Chas. R. Lull and H. M. Stratton members of the board of arbitration, to serve 1 year. Those selected to serve upon the board of appeals for 1 year are: John V. Lauer, W. E. Mereness, Jr., Jas. T. Mallon, Chester B. Pierce and W. E. Stacks.

WYOMING.

Moorcroft, Wyo.—An eltr. will be erected here.—E. E. Torbert.

Pinebluff, Wyo.—We have just completed an addition to our eltr. and installed an Avery Automatic Weigher and Sacker.—J. S. Moore, Mgr. Pinebluff Eltr. Co.

MANAGER OF FARMERS ELEVATOR VICTIM OF FACTIONS.

An example of the difficult position in which the manager of a farmers elevator company sometimes finds himself is presented in the case of Fred J. Elliott, manager of the Farmers Elevator Co., at Wilber, Neb., an organization torn by dissenting factions among the stockholders.

Fraud, mismanagement and incompetency were the charges made against the manager by a faction of the directors who brot suit against him to recover an alleged shortage of \$3,400. It was alleged that Mr. Elliott gave the farmer the rise in the market between the time of the purchase of grain and the time of payment; that he sold small amounts of grain to persons in town and failed to keep a record of the amounts sold; that he gave the farmer the full weight without deducting for loss in cleaning and in transit; that he bot large amounts of grain for future delivery which the farmers failed to deliver; that he failed to keep a record of claims filed with the railroad company for shortages.

Mr. Elliott became manager of the Farmers Elevator Co. on Nov. 14, 1905, and held the position until July 1, 1908, when he was short \$2,000. This shortage is ascribed by him to the strong competition, the car shortage of 1905-6, the panic of 1907, in which the company lost \$1,200; poor condition of the old elevator on which he expended \$800 in repairs; lack of capital with which to do business, the possession of only \$1,000 necessitating the borrowing of large sums on which interest was paid.

The town faction, led by the president of the company, employed an accountant and an attorney to prosecute Mr. Elliott, and the latter employed an accountant, who showed errors in the work of the town accountant. It is alleged that the president of the company ordered Mr. Elliott to short-weight the farmers; but the directors had given no such orders and Mr. Elliott refused, being a farmer himself.

The case never came to trial. Owing to the time and cost of fighting the charges, Mr. Elliott's attorney advised him to make a settlement, paying the cost, \$16.75, and the town faction paying \$100; and the suit was dropped.

RECOVERY BY LINE AGENT FOR MISREPRESENTATION OF SHORTAGE.

J. A. McBrady was employed by the Monarch Elevator Co., as agent in charge of its elevator at Barry, Minn., from August to November 15, 1902, and when he resigned to live upon his homestead the company represented to him that he was short and he paid the company \$650, under protest; and after several years has recently been given judgment against the company for \$516 by the Supreme Court of Minnesota on his suit to recover the amount paid under duress.

McBrady alleged that the scales in the elevator were imperfect and for that reason there was an apparent shortage, when in fact there was none. He claimed that he was employed as agent on a salary, and that his responsibility ended after using his best judgment in inspecting the grain received, and that appellant assumed the loss, if any, on account of difference in dockage. The company alleged the contract with McBrady was that he should be charged with the net amount of grain received at the terminal points and not the gross weights; that he was responsible for the difference in dockage between the receiving and delivering points and was to stand the loss.

Judge Lewis of the Supreme Court held that there was no room for argument on this point, stating that: The correspondence between the parties with reference to the method of dockage fails to support the company in this position, and the surety bond recognized gross weights as the proper basis for estimating shortage. Besides, such a contract as the company insists on would be so manifestly harsh and unjust that it would require clear evidence to show that McBrady had subjected himself to such terms.

According to appellant's letter of Dec. 20, respondent was charged with a shortage of 669 bus. of wheat at 63 cents per bu. and 258.4 bus. of flax at \$1.02 per bu., and given credit for 37 bus. and 12 pounds of barley at 29 cents per bu., and 83 bus. and 28 pounds of oats at 24 cents per bu., making a total of \$650.04. At the trial the evidence showed that there was at least a total shortage of 478 bus. and 50 pounds of wheat, and an overage of barley of 135 bus. and 22 pounds, and of oats 72 bus. and 9 pounds, and, further, that there was an overage of flax of 247 bus. and 38 pounds, instead of being a shortage of 258 bus., as claimed by appellant. There are some differences in the amount claimed by the parties as to overages on oats and barley, and the amount of shortage on wheat. The real controversy was with reference to the

flax. According to the gross weights, there was an overage of at least 247 bus. and 38 pounds of flax, which entitled respondent to a credit of \$252.44. Therefore, while there was a shortage in wheat, there was no shortage in the entire account.

The court properly instructed the jury that, if they should find that appellant made the claim of shortage in good faith, in an honest interpretation of the contract, there could be no fraud, and respondent could not recover. It appears that respondent kept no books at the elevator, except a stub book, upon which was noted the amount of the grain received and the name of the party to whom tickets were issued, and a report of these was made to the head office at Minneapolis. Respondent handled no cash and paid for no grain. The tickets were presented at the bank or at a store in Barry for payment. All of the books and records showing the amount of grain received at the terminal points, and the amount of the dockage made by the state weighmaster, were in possession of appellant at its office in Minneapolis. There was no ground for claiming respondent was indebted for the flax. No explanation was given, unless it was the difference in dockage.

The demand was without excuse, and considering the situation in which respondent was placed, and his inability to make an examination at that time, we think it fairly a question for the jury to determine whether the demand was not made with the intention of forcing respondent to pay a claim which appellant knew was without legal basis. Respondent's payment of the demand was consistent with a belief that the shortage claimed was the difference in the gross weights between the shipping and the terminal points; and, not being in possession of all the facts, he had the right to assume that the amount demanded was correct. This was not a voluntary payment. A payment induced by the fraud of the payee may be recovered.—129 N. W. 163.

The Grain Dealers Journal is O. K. I know of no better grain paper.—S. Nason, Niagara, N. D.

It is said that the American Linseed Co. is preparing to issue bonds to the amount of \$1,250,000 to take up any notes that farmers in the Northwest may give to bankers in order to buy flax for seed.

Receipts of wheat at primary markets in the 40 weeks since June, 1910, as reported by the *Cincinnati Price Current*, aggregated 192,315,000 bus., including 58,863,000 bus. of winter and 133,452,000 bus. of spring wheat; against 60,166,000 bus. of winter and 168,236,000 bus. of spring wheat, a total of 228,402,000 bus. received in the corresponding period of the previous year.

The Gulfport Grocery Co.'s Elevator at Gulfport, Miss.

Gulfport, Miss., is a new deep water port on the Gulf of Mexico, which has been established through the energy and enterprise of one man—Capt. Jones, who spent a number of years, on the Great Lakes. While the port has only been in existence a few years, it has already a large annual tonnage which increased each year so it's but natural that the city of Gulfport should be a growing distributing point for lumber, merchandise and grain. The town has a population of about 9,000 people and is the terminus of line of railroad which penetrates the Mississippi Pine Lands. It is also on the L. & N., but this road does not seem to be disposed to favor the place.

A large quantity of grain is handled here annually by the Gulfport Grocery Co. of which Mr. R. L. Simpson is manager. The company's warehouse extends along the tracks 440 ft. and a covered loading platform provides protection for men and goods when loading cars. The tracks are so arranged that 22 cars can be loaded at one and the same time.

The company's elevator, which has storage room for 25,000 bus. of grain, is surrounded by a high-ceiling warehouse of about 100x250 ft., which gives ample room for storing different lots and kinds of grain or ground feed. The elevator contains one leg of large capacity, a Sprout, Waldron 3 High Roller Mill, a Richardson Portable Automatic Scale, a Monarch Attrition Mill, 2 Barnard & Leas Packers and a feed mixing plant with a daily capacity of 3,000 bags. A large hopper scale and a platform scale provide facilities for weighing bulk and bag grain.

The 8 hoppers bins of the plant spout direct to elevator boot and thus permit re-elevation without conveying. Power is transmitted by rope from 2 electric motors. The plant is also equipped with 7 feed mixers and lighted by incandescent electric lights. Grain is received in bulk from the West ground and bagged to meet the needs of interior consumers and shipped in lots to their liking.

I would not be without the Grain Dealers Journal while in the grain business.—B. A. Norton, former mgr. Farmers' Co-op. Shpg. Co., Canton, Minn.

The Millers' National Federation will hold the 1911 convention of millers at Niagara Falls, June 14, 15 and 16, with headquarters at the International Hotel.

The indictment charging James A. Patten with operations in restraint of interstate commerce, in the case of the cotton speculations, has not been sustained by the court.

Farmers in the Minnesota house of representatives are credited with putting thru Rep. Herman Nelson's bill compelling threshermen to clean their engines and machines of noxious seeds and weeds before moving to the next location, after the committee on agriculture had recommended it for indefinite postponement.

An employee of an English elevator company brought suit against his employer for the loss of a finger while working on an automatic weighing scale was denied damages, the court ruling that in spite of the fact that the defendant had followed the instructions of his immediate superior in the handling of the machine he was in common employment with his superior and that the employers were not liable for any negligence of his.



Elevator and Warehouse of Gulfport Grocery Co., Gulfport, Miss.

Grain Carriers

The first regular boats of the season will leave Duluth, Apr. 15 for the lower lakes.

The Supreme Court of the United States on Apr. 3 decided that forwarding agencies are entitled to carload rates on merchandise of different owners shipped to one consignee.

Judge McPherson of the federal court at Council Bluffs, on Mar. 29 enjoined the Iowa Railroad Commission from putting into effect the new schedule reducing express rates 15 per cent.

Promoters of the Chicago-Toledo ship canal by way of Defiance and Ft. Wayne conferred last week with U. S. Engineer John Millis, in charge of great lakes harbors, to plan construction.

A carrier is not entitled to a lower rate on shipments of materials for its own use over other lines than is charged the general public, is the decision of the Interstate Commerce Commission, Mar. 26.

The hearing by the Central Freight Ass'n, Chicago, on changes in classification and mixed carload rates, Mar. 31, was well attended by shippers. Another hearing is being held Apr. 10 at New York.

Construction work on the Grand Trunk Pacific is being rapidly pushed and contracts have been let recently for the construction of 265 miles of main line, 620 miles of branch lines and the grading of 200 miles of other branch lines.

On April 19, the Interstate Commerce Commission will hold the long delayed hearing of the differential on import rates from the west. These rates caused the railroad fight between Baltimore and Boston about two years ago and caused a reduction of rates by the roads in that territory.

A rate of 56c per 100 lbs. on corn shucks for the 911 miles between Alexandria, La., and Brownwood, Tex., was declared unreasonable Mar. 22 by the Interstate Commerce Commission in the complaint by the Browne Grain Co. of McKinney, Tex., against the Ft. W. & Rio Grande Ry.

The commodity clause of the amended Hepburn act was upheld by the United States Supreme Court Apr. 3 in the suit by the government against the Lehigh Valley Railroad. This section of the Interstate commerce act prohibits a transportation company from engaging in business in competition with its patrons, such as the operation of coal mines.

The provision of the Oklahoma constitution reducing intrastate freight rates 40 per cent and passenger rates to 2c a mile was declared by Judge Sanborn of the U. S. Circuit Court of Appeals at St. Louis, Mar. 29, to be in conflict with the federal constitution, confiscatory and invalid. The federal court declared the Corporation Commission of Oklahoma had no power to make rates.

A new principle was stated by the Interstate Commerce Commission when it decided, in the case of the Cincinnati & Columbus Traction Co. against the Baltimore & Ohio Southwestern and other roads, that interstate traffic must be exchanged between electric and steam railways in cases where otherwise shippers would be compelled to make a long haul

by wagon in order to reach a steam railroad.

The widespread rumor that the Erie Canal would not be opened until June 1 has been denied; and the superintendent of public works states the opening will be May 15.

A carrier is not warranted under Section 15 of the act in making an allowance to one shipper who provides a facility and performs a service in the transportation of his own property, while refusing a similar allowance to another shipper, competing in the same markets and in the same line of business who provides a similar facility and performs the same service in the transportation of his property.—Decision by Interstate Commerce Commission in Federal Sugar Refining Co. v. B. & O. R. R.

The William H. Sufferin Grain Co., of Decatur, Ill., has filed a complaint with the Interstate Commerce Commission, charging that the Illinois Central, the Wabash, the Vandalia and the C. H. & D. railroads allow grain dealers at Cairo and other cities to bill carloads of grain to consignee where it is held for as long as 6 months, cleaned, dried, bagged and the elevation charged of 3/4c per 100 lbs. absorbed by the railroad after which the grain is billed to the final destination at the rate from the initial station. The complainant asks that the same privileges be given it when shipping grain out of Decatur.

In its report issued Apr. 6 the American Ry. Ass'n shows a decrease of 12,310 in the number of surplus cars, the decrease in surplus of box cars being 2,568 on Mar. 29, compared with Mar. 15. The surplus of box cars increased from 9,480 to 10,827 in Iowa, Wisconsin, Illinois, Minnesota and the Dakotas. About a year ago on Apr. 13 the surplus in these states was 7,689. One reason for the increased surplus is the decreased car loading reported by leading western roads. The Wabash loaded 200,362 cars in March; compared with 217,156 in March a year ago. The report of the Burlington for March shows a decrease of 21,000 in the number of cars loaded. In view of the surplus of box cars there should be no delay in supplying grain shippers with cars promptly on demand.

Argument on Ex-Lake Grain Rates.

W. M. Hopkins, manager of the transportation department of the Chicago Board of Trade, opened the argument recently before the Interstate Commerce Commission at Washington in the complaint of the Board of Trade against the eastern railroads for discrimination at Lake Erie ports against grain coming from the lakes for rail shipment to the eastern seaboard.

William H. Wadhams represented the New York Produce Exchange; and John B. Daish made argument on behalf of the Baltimore Chamber of Commerce, intervenor.

Mr. Hopkins showed that the Interstate Commission had jurisdiction; that the several advances made in ex-lake rates without corresponding advances in all rail rates had left the ex-lake rates too high; that the service performed for the ex-lake grain was exactly the same as that performed for the all rail grain, and that the rates on ex-lake grain showed an unreasonable profit above the earnings on merchandise.

Mr. Wadhams stated that unless relief was granted New York would be entire-

ly eliminated from the export business, and that the thru rate had existed long prior to the change to the higher ex-lake rate in 1907.

John B. Daish said the spread between the ex-lake export rates of New York and Baltimore should be greater than it has been since 1905, and that the rates on American grown grain exceed the divisions received by the trunk lines on all rail grain, the discrimination in favor of Canadian grown grain being 1½ cents on wheat, 1c on corn and 7/10c on oats.

NO RIGHT TO CHANGE DESTINATION WITHOUT CONSENT.

E. R. & D. C. Kolp, Oklahoma City, Okla., v. Randels & Grubb, Erick, Okla.

This is a case in which E. R. & D. C. Kolp purchased from Randels & Grubb, of Enid, Okla., April 7, 1908, one car of wheat, No. 2, at 86 cents, 3 wheat to apply on 1 cent scale, their confirmation calling for final destination weights and grades, to be billed to E. R. & D. C. Kolp, Hico, Texas.

Immediately upon receipt of E. R. & D. C. Kolp's confirmation Randels & Grubb wrote "We note you have not erased from your confirmation the words Destination to be changed by us if desired," stating that this sale was made for Hico, Texas, and that same was made only with this understanding, and that if this was not satisfactory for E. R. & D. C. Kolp to wire them immediately upon receipt of letter and that they would withhold shipment of car. On the evidence before us would show that E. R. & D. C. Kolp did not wire them the car of wheat was billed, Hico, Texas.

We hold that E. R. & D. C. Kolp had no right to change destination of car of wheat from Hico. The evidence further shows that Randels & Grubb refused to sign the confirmation of E. R. & D. C. Kolp, and that E. R. & D. C. Kolp had due notice from Randels & Grubb's letter of April 7 that they would not consent to change the destination.

Evidence further shows that the destination was changed, which we hold was at the risk and peril of E. R. & D. C. Kolp, and from the fact that this car of wheat was held on track for 30 or more days during fair, wet and hot weather, we hold that Randels & Grubbs should not be responsible for same being so held.

We therefore affirm the award of the Oklahoma Board of Arbitration, and assess the judgment in favor of Randels & Grubb, and that E. R. & D. C. Kolp render returns to Randels & Grubb on the weights as sworn to by their weigher, 76,040 of wheat at 84 cents, and that they make immediate settlement upon the above basis, and that E. R. & D. C. Kolp pay the expenses of this arbitration.

J. H. SHAW,
L. G. BELEW,
H. WORK,

Committee Tri-State Board of Appeals.

Wheat improvement trains for August and September have been requested by a number of states. All states interested are invited to write Bert Ball, sec'y of the Crop Improvement Committee of the Council of North American Grain Exchanges before the meeting of the agricultural and industrial agents of the railroads at Detroit in May.

HIS LAST DEMURRAGE.

"Who are you?" the Devil asked, as a man rapped on the gate.
"Oh, I'm a Railroad man," he said; "please open, I cannot wait."
"Why do you long to be within this place of groans and tears?"
The man's face shook with anguish, and his ashen face showed fears.

He said, "On earth, I had no peace, my life was full of jars,
I lied to all the grain men because they wanted cars."

The Devil said, "Go away, poor man, this is no place for you."
"The hold is full of grain men, waiting to pull you through.
They've got a cast iron freight car, well heated through and through,
They've held it now so very long, the demurrage is up to you."

—E. B., in Northwestern Miller.

CHANGES IN GRAIN RATES.

As shown by tariffs recently filed with the interstate commerce commission the carriers have made the following changes in rates:

The Illinois Central will carry grain at 12c from Chicago to Mt. Vernon, Ill., effective Apr. 24.

Minneapolis to Memphis the rate over the Rock Island effective Apr. 26 will be 20c on wheat and 17½c on corn.

The proposed advanced rates on starch over the Illinois Central were suspended Mar. 28 by the Interstate Commerce Commission.

Effective Apr. 27 the M. K. & T. will take corn at 19c and wheat at 23c from Sedalia, Clinton and Nevada, Mo., to Pine Bluff, Ark.

Beginning April 16, the rate charged by the Wabash on wheat from Litchfield, Ill., to Peoria, Ill., will be 8.6c; from Chicago to St. Jacob, Ill., 7c.

Becoming effective April 15, the B. & O. rate on barley to Chicago and Milwaukee from New York will be 20½c; Philadelphia, 18½c; Baltimore, 17½c.

The rate on flaxseed over the Chesapeake & Ohio imported through Newport News, Va., to Minneapolis, Red Wing and St. Paul, Minn., 20½c; effective, April 17.

The rate on barley charged by the Lehigh between New York, New York harbor and Brooklyn to Chicago, Manitowoc and Milwaukee, Wis., will be made 20½c after April 15.

The Lackawanna has made a rate becoming effective April 15, on grain and products from Stroudsburg to Portland, Pa., inclusive, to Brooklyn, New York and New York harbor points, of 9c.

Effective April 15, the Pennsylvania will make a rate on barley to Chicago, Manitowoc, and Milwaukee, Wis., from New York of 20½c; Philadelphia, 18½c; Baltimore, 17½c; Syracuse, N. Y., 14c.

The Burlington has announced that effective April 18, the rate on corn from Omaha, South Omaha and Council Bluffs (when from beyond), to Little Rock, Pine Bluff, Paragould and Jonesboro, Ark., will be 18c.

The C. Gt. W., on and after April 19, will make a rate on wheat, corn and oats from St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn. (when originating beyond) to Port Arthur, Tex., for export of 21c.

The C., M. & St. P. has made a rate of 22½c effective Apr. 19 on coarse grain from Minneapolis, Winona and LaCrosse to New Orleans and Port Chalmette, La. The Rock Island will make the same rate on corn, effective Apr. 26.

Beginning April 17, the Wabash will make a charge of 11c on wheat between Kansas City, Mo., and Des Moines, Adelphi, Russell, Morgan Valley, Percy, Cordova, Harvey, Ia., and Jacksonville, Mo.; corn, barley and other grains, 10c.

The Michigan Central sets a rate becoming effective April 24 on grain and products, from Port Arthur and Fort William, Ont., to Albany, N. Y., 17½c; Baltimore, 18c; Boston, 20c; Rochester and Syracuse, N. Y., 15c; Utica, N. Y., 16c.

The Gt. Northern, beginning April 20, will make a charge of 19c on wheat from Aberdeen, S. D. to Sioux City, Ia.; from Absaraka, 21c; from Antler and Aneta, 23c; from Ayr, 21c; from Berthold,

23½c; Ruford, 26½c; from Watertown, S. D., 19c.

The B. & O. R. R. has filed sup. 7 to ICC 8959 quoting rates on grain and grain products from Chicago and South Chicago and Whiting and Indiana Harbor to New York, Philadelphia, Baltimore, Washington, Pittsburg, Boston, and Buffalo, effective Mar. 1.

Effective April 15, the Wabash will make rates on grain from St. Joseph, Mo. (when originating beyond) to Council Bluffs and Omaha of 7¾c on wheat, 6¾c on corn, oats, rye and barley; grain products from Missouri River (when from beyond) to Newport News and Norfolk, Va., for export, 22c.

The Alton has issued ICC A-294, effective Apr. 15 quoting rates of 12c on wheat, buckwheat and rye and 11c on corn, oats and barley from Chicago to Atchison, Kan.; 1½c less from Peoria and Pekin, Ill., to Independence and Kansas City, Mo., and 9 and 8c on wheat and coarse grains respectively from Alton, Ill., and St. Louis, Mo., to Leavenworth, Kan., and St. Joseph, Mo.

Commencing April 15, the rate charged by the C. Gt. W. on wheat and rye from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn. to Bloomington, Jacksonville, Pittsburg and Springfield, Ill., will be 13½c; malt, from Chicago to Atchison, Kan., 10c; oil cake and meal, 11½c; wheat, from Chicago (when originating beyond) to Atchison, Kan., and Independence, Mo., 12c.

After April 15, the Milwaukee will make a charge on wheat and rye between Peoria, Council Bluffs, Omaha and South Omaha of 14½c, on corn, oats, rye and barley, 13½c; wheat to Sioux City, Ia., 18c; corn, oats and barley, 17c; the rate on wheat, corn, rye, oats and barley, from Milwaukee, Wis. to Apple River, Ill., 10c; East Dubuque, Ill., Menominee, Ill., and Woodford, Wis., 10c; Buena Vista, Ill., 9c.

Local, joint and proportional rates on grain, grain products, seeds and hay are given by the Alton in ICC A-297, effective Apr. 15, between Chicago, Peoria, St. Louis and points taking same rates, and stations in Missouri and Hannibal, Mo. This tariff provides three minimum weights for corn in the ear, of 30,000, 46,000 and 54,000 lbs. respectively, for cars of 28 ft. or under, 28 to 34 ft. and over 34 ft. inside measurement.

The Clover Leaf has issued ICC A-278 effective Apr. 12, giving rates on grain and grain products from New Douglas, Ill., to points in Indiana, Kentucky, Michigan and Ohio: 8c to Brazil, Crawfordsville, Frankfort, Greencastle and LaFayette, Ind.; 9c to Anderson, Marion and Kokomo, Ind.; 10c to Ft. Wayne, Mitchell, North Manchester and South Bend; 11c to Port Huron, Mich.; 13c to Carsonville and Harbor Beach, Mich.; 10½c to Piqua, Van Wert, Fostoria, Dayton and Columbus, O.

The rate on wheat and rye between Chicago and Iowa City, Coralville, Oakdale, North Liberty and Young, Ia., has been set by the Milwaukee at 13c, becoming effective April 15; on corn, oats and barley, 11c; wheat and rye from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Winona, Minn., Superior and LaCrosse, Wis. (on shipments originating beyond) to East St. Louis, Alton, Granite City, Ill., and St. Louis, Mo., 14c; between Kansas City, Mo. and Liberty, Mo., the rate on rye will be 14½c; wheat, oats and barley, 5c; corn, 4½c; corn, oats and

barley from Fruitland, Ia. to Chicago and Milwaukee, 9c; wheat and rye, 10c; corn, oats and barley, from Grand View, Garden City and Wapello, Ia., to Chicago and Milwaukee, 10½c; on wheat and rye, 11½c.

BOOM IN BARLEY MARKET.

The price of barley at Chicago during the past month has soared higher than at any time since 1886, fancy malting barley having been quoted at \$1.14 per bu.

A scarcity of barley in the central west, due to the short crop, has caused the high prices, which are attracting the grain from remote points. As in past years whenever the price of barley at Chicago got above 80 cents there is now a movement of barley from California to Chicago.

Emil C. Butz of Rosenbaum Bros. confirms the reports of heavy sales of barley from the Pacific coast to Chicago, stating that the aggregate of the shipments all rail, and via the Isthmus of Panama and New York to Chicago, will be several million bus., considerable having been stopped for malting at New York and Buffalo. The rail rate from California points to Chicago is 65 cents, while the rate by ocean, including 20½c for the haul from New York to Chicago, is about 25 to 30 cents less, depending on the vessel rates. Thirty days are required for the trip by way of the ocean, enabling delivery at Chicago for early summer malting.

Mr. Butz believes the entire barley crop will be exhausted before the new crop will become available.

Oscar J. Ruh of Albert Schwill & Co. says: Owing to the bullish tendency of the Government report issued early in March, a demand for barley sprung up that not only absorbed all spot offerings but also created a lively trading in to-arrive lots. The market advanced by leaps and bounds such as have not been witnessed in years, and reached the highest figure paid in almost thirty years, namely \$1.13 for choice clean barley. Extravagant as this price no doubt is, it did not actually represent the top, as unclean, dirty, medium grades of barley were sold as high as \$1.01 to \$1.06, figuring cleaned fully \$1.15 to \$1.16. So far, these record breaking prices have not increased receipts, and the outlook for a steady supply for the balance of the season is very serious indeed.

While the to-arrive trading was lively for a few days at full prices, the parcels offered were comparatively small, mostly from three to ten thousand bushel lots, with only a few large ones, showing that the holdings back in the country are neither large nor many, or perhaps that some are held for even still higher figures. Small and bulk head cars, and mixed cars, however, point unmistakably to the fact that in a good many sections of the barley country, the bottom of the bins has been reached. Poor stuff, unfit for malting, is as much predominating as ever.

I have seen green bugs in teeming millions doing no harm to crops when moisture was ample. The moisture satisfies them. Only in a period of dry weather will they attack and destroy wheat.—J. O. Linebarger.

The Libau Bourse Committee has drawn up plans for the erection of an elevator of 64,000 tons capacity. The cost will be over \$1,500,000 and the actual work will be overlooked by the Russian Ministry of Commerce and Industry.

Supply Trade

Mitchell, S. Dak.—The Semm Blair Gas Engine Co. will move its business from Sioux Falls, S. Dakota.

Chicago, Ill.—The name of the Chicago Grain Door Company has been changed to the Chicago Car Door Company.

J. H. Pank, Northwestern Representative of the Richmond Mfg. Co., Lockport, N. Y., was a Chicago caller last week.

Springfield, Ohio.—Harry Bray, many years superintendent of the Foos Gas Engine Co. has resigned, expecting to locate in another city.

Minneapolis, Minn.—“From the number of inquiries received, the indications are that there will be a lot of building this spring.”—D. F. Hoag.

Morton, Ill.—A. F. Meyer Mfg. Co. has been incorporated with a capital stock of \$25,000 for the manufacture of elevators, wagon dumps, lifting jacks, etc.

Laporte, Ind.—The Nye Gas Engine Machine Co. has been organized and incorporated with capital stock of \$75,000 for the manufacture of gasoline engines.

Ottawa, Ill.—The Gardner Grain Weigher Co. is to be reorganized and its factory in South Ottawa is expected soon to renew the manufacture of its grain scale.

Chicago, Ill.—The Hess Warming & Ventilating Co. is preparing to build a 73x100 ft. three story addition to its new plant, in an attempt to keep up with orders.

Springfield, Ohio.—The large addition to the Superior Gas Engine Company's plant is rapidly nearing completion, the contractor expecting to finish it in six weeks' time.

Chicago, Ill.—Perfection Mfg. & Engineering Co. has located its office in the Monadnock Bldg. with Mr. Geo. J. Noth, formerly with the Barnard & Leas Mfg. Co. as manager.

Minneapolis, Minn.—“We have lots of inquiries and if they materialize there will be lots of building. Of course it is hardly time for building operations in the Northwest.”—L. O. Hickok.

Bowling Green, Ky.—The Kentucky Grain Cleaner Co. has been organized and incorporated with a capital stock of \$20,000 for the manufacture of grain cleaners and mill machinery.

Moline, Ill.—The Marseilles Co., together with others, is to be consolidated with the large implement manufacturing concern of Deere & Co., the capitalization of which is to be raised to \$50,000,000.

Vincennes, Ind.—The Westerfield Gas Engine Co. in the near future will move its plant from Indianapolis to occupy the large plant in South Vincennes, recently occupied by the Vincennes Pipe & Casting Co.

Kansas City, Mo.—The office of the Western Millers' Mutual Fire Insurance Co., Chas. H. Ridgeway, sec'y, has been moved from the Board of Trade Bldg. to very desirable quarters in the Midland Bldg.

Cincinnati, O.—Straub Machinery Co. has undergone changes in name and address. It will hereafter be known as the Orville Simpson Co. A larger plant with

greatly improved facilities have been secured at 1230 Knowlton St.

Minneapolis, Minn.—“The line companies will do little building this spring, but indications are that the farmers and independents will do considerable. There may be a lot of late contracts let, after the crop is assured.”—T. E. Ibberson.

Springfield, O.—Two three-cylinder 100 H. P. gas engines, manufactured by the Foos Gas Engine Co. have been shipped to the U. S. Government. This is a part of the order for engines to be used in the operation of dams in the river near Wheeling.

Bloomington, Ill.—B. S. Constant Co. report the manufacture of a large stock of both single and double styles of its new U. S. Grain Cleaner to permit immediate shipment on the very gratifying demand. The quantity of orders for its Man-Lift, Chain-Drags and Shellers has been most satisfactory.

Chicago, Ill.—A new booklet, well worthy of the reputation of the Hess Warming & Ventilating Co. has just been published. Its excellent illustrations and text matter regarding the Hess Grain Driers and Coolers, Cold Air Conditioners and U. S. Moisture Testers, make it one that should be particularly interesting to all. Readers of the Journal will be immediately supplied on request.

A great many agents are today piking along, staving off publishers because their money has been used for other purposes and paying for the space of Peter with the remittance of Paul. What kind of “service” does the advertiser think he gets from an agent who is doing business under such conditions—continually at his wit's end to keep his head above water?—*Advertising and Selling.*

Silver Creek, N. Y.—L. E. Barbeau, president of the S. Howes Co. died, after a very short illness, in Los Angeles, Calif., on March 16th. Mr. Barbeau was one of the most prominent figures among the manufacturers of special lines of mill machinery. His ability and success was manifested in his rapid advancement from salesman to president. In later years he retired and left the active management to his sons, M. L. Barbeau, treasurer, and A. C. Barbeau, secretary, who were with him at his death. His host of friends in the trade both abroad and in this country will sincerely mourn his loss.

All grain men yearly experience large losses through the depredation of rats and mice. It is, however, difficult to contend with these troublesome rodents, as traps are generally unsatisfactory and poisons cannot safely be used where food stuffs are handled. This difficult problem, however, seems to have been solved by experts, who have devised what may be termed the “Ideal Rodent Exterminator.” It is a virus furnished in gelatin or bouillon form, and is fed to the rodents on bait, which in the course of a few days causes a mortal and contagious disease that, however, only affects rats and mice.

Hay exports during the 7 mos. prior to Feb. 1, 1911, amounted to 33,144 tons, compared with 34,806 tons shipped in the corresponding period of 1910, according to O. P. Austin, chief of the Bureau of Statistics.

Delegates and directors of the Millers National Federation will hold their annual business meeting Apr. 14 at Chicago to elect 12 directors, hear committee reports and devise a plan for safeguarding mutual insurance.

ACCURACY OF AUTOMATIC SCALES SUSTAINED BY COURT.

The Supreme Court of Wisconsin has recently given judgment in favor of the Avery Scale Co., of Milwaukee, Wis., against the Listman Mill Co., of LaCrosse, Wis., holding that the scale, the accuracy of which was questioned, fulfilled all contract requirements.

The guarantee was that if the scale failed to weigh within one-eighth of 1 per cent of clean wheat it would be taken back and the purchase money refunded. Various defects were alleged and the scale company sent men at different times to remedy them. After daily tests of the scale for some months the mill company claimed it did not fulfill the contract, took it out and informed the scale company its scale was subject to its order. The purchase price of \$650 having been paid, suit was brought to recover the amount. The circuit court of LaCrosse County non-suited plaintiff on the ground that the contract had been substantially performed.

The sole defect claimed in the sale was that it did not fulfill the guaranty that it would weigh grain accurately to within one-eighth of 1 per cent of clean wheat, and the proof submitted consisted of tabulated statements of tests made for 64 days, beginning Mar. 20, 1908, and ending about Aug. 1 of the same year.

The scale in question was an automatic self-registering scale, so arranged as to weigh about 20 bushels of grain, record the weight automatically, dump the amount weighed, receive and weigh another load, and thus proceed as long as the machinery was running and grain was delivered to it. It was located in the upper part of the mill and some 65 feet above what is called the hopper scale, which holds about 1,000 bushels before it discharges and into which the cleaned wheat first goes. After being weighed in the hopper scale, it is taken by a bucket elevator up seven floors, dumped in a bin, and carried by bucket elevators from this bin to the Avery Scale in question and there reweighed. The tests before mentioned were comparisons between the weights registered by the scale in question and the weights recorded by the hopper scale. Varying amounts, ranging from half a million to more than a million pounds per day, were thus weighed upon the two scales during the 64 days when the tests were made. There was sufficient evidence, prima facie at least, to show that the hopper scale was accurate.

Chief Justice Winslow of the Supreme Court said: During the month of March and the first half of April there was a considerable discrepancy between the two scales, which averaged considerably more than the allowed percentage, but beginning with Apr. 15 the differences are slight and become very uniform. The discrepancy allowed by the contract was one-eighth of 1 per cent, or, expressed in decimals, .00125. The average discrepancy shown by the totals from Apr. 15 to July 31 inclusive is .00141, and upon every day, except one, beginning with Apr. 28, the weight registered by the scale in question is slightly less than that registered by the hopper scale, showing very clearly that the difficulty is one of adjustment, rather than inaccuracy. Taking the six-week period, from May 20 to June 30, inclusive, during which time tests were carried on during nineteen entire days, the discrepancies average .000122 plus, which is below the allowed percentage. In July there is a slight increase in the percentage, but quite a uniform one, which again indicates that the difficulty must be simply one of adjustment.

Considering the fact that comparison is made between a scale registering 1,000 bus. at a load and one registering but 20 bus., and that the grain is carried through two sets of elevators and one bin before being delivered on the second scale, we think that the infinitesimal difference between the discrepancy contracted against and the one actually shown can not be considered as even tending to show that the scale did not, when properly adjusted, fulfill the contract requirements.—129 N. W. Rep. 1059.

Toledo trades in single thousands of corn and oats for future delivery.

Feedstuffs

The Mountain City Mill Co., of Chattanooga, Tenn., has been fined by the federal Board of Food and Drug Inspection for incorrectly stating the amount of fats and protein contained in its stock feed.

The new feeding stuffs law of Alabama has gone in to effect and copies mailed to all dealers and manufacturers of that class of products. The bill contains the usual provisions for labeling, registration, analysis and tax tagging.

Representative O. Hauge has introduced H. F. 476 in the Minnesota legislature, a bill to prevent fraud in the sale of commercial feeding stuffs and stock and poultry foods, and in the materials from which they are manufactured. The bill passed the House April 5.

The National Alfalfa Millers' Ass'n has filed a formal protest with the Interstate Commerce Commission against the exorbitant rate on alfalfa meal under the change in classification, which makes the rate on alfalfa products 16c higher than on grain products, and 30c a ton higher than on grain.

Germany's new duty on bran will be assessed under the following regulation: The custom house officials must take samples of each delivery. If no more than 40 per cent of fine material is separable by sifting and is of dark gray or reddish gray color, and the remainder is not objectionable (from a tariff point of view) then the lot is free of duty. The "customs" will consider the remainder as "not objectionable" if it consist of husk, ground or unground, and not more than 5 per cent of groats and floury stock. If there is more than 40 per cent of fine material, even if not white, then the lot must pay duty, and duty must also be paid if there is more than 8 per cent of floury material.

Movement of Millfeed.

Kansas City received during March 940 tons of bran and shipped 5,800 tons, compared with 760 tons of bran received and 6,860 tons shipped in March, 1910.—E. D. Bigelow, sec'y Board of Trade.

Cincinnati received during March 4,272 tons of millfeed and shipped 4,185; compared with 6,723 tons received and 5,608 tons shipped in March, 1910, according to C. B. Murray, supt. of the Chamber of Commerce.

Baltimore received 492 tons of mill feed in March and shipped 151; compared with 595 tons received and none shipped in the same month last year.—James B. Hessong, sec'y Board of Trade.

Imports and Exports of Beans.

The amount of beans imported during the 7 mos. prior to Feb. 1, 1911, was 709,837 bus., compared with 658,208 bus. imported during the corresponding months of 1910. Exports of domestic beans during the 7 mos. prior to Feb. 1, 1911, were 194,883 bus., compared with 240,058 bus. exported during the 7 mos. prior to Feb. 1, 1910. Exports of foreign beans during the same period of 1911 amounted to only 8,218 bus.; compared with 54,180 bus. exported in the 7 mos. prior to Feb. 1, 1910.

Castor beans amounting to 380,509 bus. were imported during the 7 mos. prior to Feb. 1, compared with 490,663 bus. im-

ported during the corresponding period of 1910, according to O. P. Austin, chief of the Bureau of Statistics.

TAX-STAMPING OF FEEDS TO BE TESTED.

Adulteration of feedstuffs is a fraud and should be punished as are all other crimes, by the general police power of the state, by the confiscation of the misbranded product or fine and imprisonment of the guilty. No honest manufacturer of feed, or miller, should be penalized. Yet this injustice is being done honest millers in several of the states which under the guise of a law to enforce purity in feeds is burdening them with a tax on their product.

Tax stamps are required to be placed on packages of feed, just as the U. S. Internal Revenue stamp on boxes of cigars, the latter being avowedly a revenue measure while the former is only a false pretense at enforcement of law to give politicians offices to distribute among friends.

At a meeting of the North Carolina State Millers Ass'n at Greensboro, Mar. 29, Capt. James D. McNeill, chairman of the Ass'n's legislative committee reported that their request for a repeal of the stamp tax has been denied by the legislature. The feed stamp tax, he declared, was unfair to North Carolina millers as against millers of other states, in that millers outside the state are not compelled to pay this tax. He stated that the tax is unconstitutional because in the products of wheat only that part of the grain which is ground into feedstuffs for animals is taxed—20 pounds to the bushel of wheat; while that part of the grain ground for human beings, 60 pounds to the bushel, is let go duty free. He said the feed stamp tax was for revenue and not for inspection and that, therefore, he was unwilling to pay the tax or buy a single tax stamp. Various members of the convention then took the floor and told of hardships which had been brought to bear upon their business by the department of agriculture.

After full discussion it was unanimously voted to bring a test case before the supreme court; and a committee with W. A. Speed of Durham as chairman was appointed to employ legal counsel. The millers will refrain from using stamps on their local shipments, and on seizure of their product by the department of agriculture will bring suit for an injunction restraining the department from interfering with their business, thus forcing a test case.

Capt. McNeill of Fayetteville, is at present under four indictments for violating this feed stamp tax; but has been unable to get his case tried, tho indicted over a year ago. He has never bot a stamp and intends never to buy a stamp unless directed by the courts.

Exports of Glucose and Corn Oil.

Glucose exported during the 7 mos. prior to Feb. 11, 1911, amounted to 100,913,095 lbs., compared with 83,351,166 lbs., exported during the corresponding 7 mos. of 1910. Corn oil amounting to 10,543,792 lbs. was exported during the 7 mos. prior to Feb. 1, 1911; compared with 6,900,975 lbs. during the corresponding period of 1910, according to O. P. Austin, chief of the Bureau of Statistics.

A crop failure for want of water is impossible under dry farming if the land is summer fallowed every other year.

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Automatic Scale
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Supreme Court Decisions

Liability of Warehousemen.—A warehouseman is only liable for damage to property in his custody caused by his negligence.—*Reeder v. Wells Fargo & Co.* Court of Appeals Second District, California. 113 Pac. 342.

Arbitration.—An agreement to submit to arbitration both the liability and loss under a contract not consummated by an award, is void; its effect being to oust the jurisdiction of the courts, and is no bar to an action on the contract.—*J. T. Williams & Brother v. Branning Mfg. Co.* Supreme Court of North Carolina. 70 S. W. 290.

Share of Crops.—If the landlord agrees to accept a share of the grain in full for the use of the land and the tenant reserves the stalks for his own use, he may sell the right to the use of the stalks to another to be used in the ordinary way among farmers within the term of his tenancy.—*Hansen v. Hansen.* Supreme Court of Nebraska. 129 N. W. 982.

Sale of Securities on Margin Account.—Upon a margin account, where the relation of pledgor and pledgee exists, the sale of securities by brokers without notice to the pledgor of the time and place of sale constitutes a conversion in the absence of an agreement dispensing therewith.—*Moore v. Rodewald.* Supreme Court of New York. 127 N. Y. Supp. 724.

Landlord's Lien.—In the foreclosure of a landlord's lien for supplies, it is not necessary to prove that the supplies furnished were actually used in making the crop. To create the lien it is sufficient that the supplies were actually furnished, and that the landlord understood and intended that they should be used to aid in making the crop.—*Nash v. Orr.* Court of Appeals of Georgia. 70 S. E. 194.

Carrier's Liability.—Under the laws and decisions of Kansas the common-law liability of railroads as common carriers is to make the shipper whole by payment in full for property lost or damages to the extent of injuries sustained, and a contract limiting this liability is void unless made by permission or order of the State Board of Railroad Commissioners.—*Atchison, T. & S. F. Ry. Co. v. Rodgers.* Supreme Court of New Mexico. 113 Pac. 805.

State Reciprocal Demurrage Law Constitutional.—Act Feb. 18, 1907 (Laws 1907, p. 77) § 26 requiring railroads to furnish cars to shippers on demand, and by section 51 making a railroad liable in treble damages, with attorney's fees, to one injured by a violation of the act, is not void, as denying to railroads the equal protection of the law and depriving them of property without due process of law.—*Martin v. Oregon & Navigation Co.* Supreme Court of Oregon. 113 Pac. 16.

Intent to Gamble for Jury.—There being direct and positive evidence that in the transaction by which plaintiff on a board of trade bought "May" corn for defendant plaintiff intended actual delivery should be made, and it being impossible to say that it is incredible, and that all reasonable probabilities and the overwhelming weight of the evidence are against the existence of such intent, the question thereof is for the jury.—*Wagner v. Engel-Millar Co.* Supreme Court of Wisconsin. 129 N. W. 392.

Failure to Execute Margin Orders.—Where a broker, instead of himself executing his customer's margin orders to buy or sell securities, turns them over to a third person, who buys and sells for the broker's own margin account with him, there was a failure to execute on the part of the broker, rendering him liable for the customer's money or securities in his

hands, irrespective of the fact that, if he had executed the orders, the customer's money would have been lost.—*Des Jardins v. Hotchkiss.* Supreme Court of New York. 127 N. Y. Supp. 504.

Signing B/L Necessary to Hold Carrier.—Where, tho a car was loaded and standing at the shipper's warehouse on a siding constructed for its convenience, the shipper had not made out a B/L and presented it to the carrier's agent to be signed, though ample time had elapsed after the car was loaded for the shipper to do so, there was no constructive delivery of the car to the carrier, so as to make it liable for the goods on its destruction by fire.—*American Lead Pencil Co. v. Nashville, C. & St. L. Ry.* Supreme Court of Tennessee. 134 S. W. 613.

Connecting Carriers.—An initial carrier's contract to transport from a point on its line to C. via a certain connecting carrier "at" K., an intermediate point beyond the initial carrier's line, is a contract for through shipment, making the initial carrier liable for negligence of a connecting carrier in preventing exercise of the shipper's right to divert the shipment at K. by taking the car over another route, notwithstanding a provision in the contract exempting it from liability for connecting carrier's negligence.—*Lord & Bushnell Co. v. Texas & N. O. R. Co.* St. Louis Court of Appeals, Missouri. 134 S. W. 111.

Duty of Carrier to Notify Shipper of Attachment.—When grain in transit is taken from the carrier by an officer under a writ of attachment against a third party, it is incumbent on the carrier, in an action for conversion, to give immediate notice to the shipper, and, on failing to give such notice so as to enable the shipper to protect himself, the carrier assumes the burden of establishing the legality of the proceedings on which the attachment was made, and the fact that the writ was regular on its face does not protect the carrier if such writ was in law void.—*Taughner v. Northern Pac. Ry. Co.* Supreme Court of North Dakota. 129 N. W. 747.

State Reciprocal Demurrage Law Not in Conflict with Hepburn Act.—Since Act Feb. 18, 1907 (Laws 1907, p. 77) § 26, requiring railroads to furnish cars on demand by shippers, covers a field not occupied by the federal act of Feb. 4, 1887, c. 104, 24 Stat. 379 (U. S. Comp. St. 1901, p. 3154), known as the interstate commerce law, as amended by Act June 29, 1906, c. 3591, 34 Stat. 584 (U. S. Comp. St. Supp. 1909, p. 1149), in that it regulates the manner of making the request, the excuses that may be made for a failure to deliver cars, and adds an additional penalty by way of demurrage for failure to comply with its terms, it is not superseded by nor in conflict with the federal statute.—*Martin v. Oregon R. & Navigation Co.* Supreme Court of Oregon. 113 Pac. 16.

Rate Discrimination Under Interstate Commission Jurisdiction.—An action against a carrier for discrimination in rates and granting unlawful rebates to plaintiff's competitors, affecting not only the plaintiff, but other shippers in the same region, cannot be first instituted in a federal Circuit Court; the Interstate Commerce Commission having exclusive original jurisdiction to determine whether a regulation or a practice affecting rates or matters sought to be regulated by the interstate commerce act is unjust or unreasonable, unjustly discriminatory, preferential, or prejudicial, and this though the regulation or practice complained of had ceased.—*Mitchell Coal & Coke Co. v. Pennsylvania R. Co.* U. S. Circuit Court, Eastern District of Pennsylvania. 183 Fed. 908.

Dealing in Futures Outlawed in Georgia.—The transaction termed "dealing in futures" is one whereby one person agrees to sell a commodity at a certain time in the future for a certain price, the other party agreeing to pay such price, with knowledge that the first party has none of the commodity to deliver at the time, but with the understanding that when the time arrives for delivery, settlement is to be had in differences, the purported buyer to pay the difference between the market

price and the agreed price if the market price is less than the agreed price, and the purported seller to pay such difference if the market price is higher than the agreed price.—*Henry Hentz & Co. v. Booz.* Court of Appeals of Georgia. 70 S. E. 108.

Warehousemen.—Where the volume of oil stored in a tank is made up of contributions from different persons and becomes "common stock," is partial loss, by fire, resulting from lightning or other fortuitous cause, must necessitate a pro rata distribution of the loss, and a concern operating in different places may make "common stock" of all the oil held by it at such places. But, unless it appears that the oil deposited by different owners has been made common stock, as a matter of fact, a contract purporting to make it so should be expressed in unmistakable terms, when, after a loss, it is sought to be enforced on behalf of the party by whom it was drawn, and with respect to a loss which has occurred upon a field widely separated from, and having no actual connection with, that upon which the oil sought to be burdened is stored.—*Jennings-Heywood Oil Syndicate v. Housiere-Latreille Oil Co.* Supreme Court of Louisiana. 54 South. 318.

Liability of Line Company Agent.—Respondent was employed as agent for appellant at its elevator in the village of Barry, and his duty was to purchase grain, store it in the elevator, and ship it out in car lots, upon the order of appellant; and he brought this action to recover the sum paid by him to cover shortage claimed to have been fraudulently represented to exist by appellant. Held, the contract was that respondent should inspect and weigh the grain, make the necessary dockage for dirt or foreign matter, and issue tickets for the net amount of grain received. Respondent was held responsible for the gross weight at the terminal points of shipment, and, in estimating whether or not there was a shortage in any particular kind of grain between the gross amounts at the elevator and at the terminal points, respondent was entitled to a credit for overages in any other kind of grain received and shipped.—*McBrady v. Monarch Elevator Co.* Supreme Court of Minnesota. 129 N. W. 163.

Validity of Future Delivery Transactions.—Under St. 1898, § 2319a, declaring that no contract for future delivery of personal property shall be void when either party thereto intends, in good faith, to perform it, a transaction by which plaintiff, a board of trade broker, executed in the ordinary way on the board of trade defendant's order to buy "May" corn, was valid if either of them intended in good faith that the contract of purchase should be performed by delivery of the corn or warehouse receipts therefor, the equivalent thereof; so that, though it was not so performed because of defendant ordering plaintiff to sell the corn so bought, which was done in like manner, at a loss, plaintiff can recover of defendant the difference between the prices at which he bought and sold.—*Wagner v. Engel-Millar Co.* Supreme Court of Wisconsin. 129 N. W. 392.

Shipper Must Pay Schedule Rate.—A railroad company or other common carrier, may recover the difference in the amount of freight first charged for a shipment, and collected from the consignee, and the higher amount which should have been charged and collected under the regulations of the Railroad Commission. The rates of freight fixed by the Railroad Commission must be observed, and if, when the freight is paid, a lower rate of freight than that allowed by the Railroad Commission is collected, an action to recover the remainder of the true amount is maintainable, even though the consignee accepted the freight and paid the smaller amount in good faith, and although in his dealings with his customers he has conducted his business upon the basis of the rate of freight collected.—*Central of Georgia Ry. Co. v. E. G. Willingham & Sons.* Court of Appeals of Georgia. 70 S. E. 199.

SELLER'S DUTY TO NOTIFY BUYER OF INABILITY TO SHIP.

J. M. Gwaltney & Co., Norfolk, Va., v. Pendleton Grain Co., St. Louis, Mo., before arbitration committee of the Grain Dealers National Ass'n.

Plaintiff makes claim against defendant for default on a certain contract, represented by the following confirmation:

"Norfolk, Va., Dec. 27, 1909. Confirmation of sale made today to J. M. Gwaltney & Co., Norfolk, Va., for account of Pendleton Grain Co., St. Louis, Mo. Five cars No. 2 mixed oats at 49½¢ cost and freight Norfolk. Time of shipment—Last half January, scattered. Route N. & W. Ry. Inspection and weight—Illinois State official certifies. Terms of sale—Demand drafts with documents. (1,250 bushel cars preferred.) Remarks—Ship one car on Jan. 15th and one car every four or five days." Accepted by J. M. W. over 'phone—Purchaser. Signed Robinson Brokerage Co., Inc., Broker. Time of shipment to date from receipt of full shipping directions by seller and excludes Sundays and legal holidays. Unless otherwise agreed upon contents of car or cars shipped on this contract to be accepted."

No shipments were made during the contract time, nor at any other time to fill the contract. On Feb. 7 plaintiff having received no notice of shipments wired defendant—"Buying for your account five cars No. 2 oats at 52¢ against contract Dec. 27." Later on same day plaintiff wired defendant—"Market 52½¢ time contract expired, 51½¢ today, mailing you bill two cents bushel. To this defendant replied by telegraph—"We will allow 50¢ on cancelled oats. No more. Market price today." After plaintiff had wired the defendant that he was buying oats at 52¢ to cover contract he found he could buy them at 51½¢, hence the second telegram, making price 51½¢.

The plaintiff presents evidence to show that on Feb. 7, No. 2 oats had a value of 51½¢ to 52½¢ at Norfolk, and that the lowest offers at this date for shipment from the West were 51½¢ delivered Norfolk. It is quite clear that the value of No. 2 mixed oats at Norfolk Feb. 1 and Feb. 7 was not below 51½¢.

Defendant objects to plaintiff's claim on the grounds that plaintiff does not specifically show that he bought a particular lot of oats to cover the contract or that he sustained an actual loss of 2¢ per bushel. Also for the further reason that Trade Rule No. 7 (second part) provides that (Defendant's quotation) "in case of non-shipment within contract time buyer shall wire seller that unless he receives advice within 24 hours that shipment will be made within 48 hours the buyer shall at the expiration of said 24 hours proceed to close the matter up in any one of the several ways outlined."

Trade Rule No. 7 above referred to is not quoted in its entirety. It reads—"When the seller finds that he will not be able to complete a contract within the agreed limit, it shall be his duty so to advise the buyer by mail, telephone or telegraph, whereupon it shall be the duty of the buyer at once to elect either to buy in or to cancel the deficit, or to extend the contract to cover such deficit. Should the seller fail to notify the buyer of his (the seller's) inability to complete a contract for shipment as this rule above provides the said contract shall remain in force unless and until completed, extended, bought in or cancelled. Upon failure to receive notice of shipment after the expiration of the shipping limit as specified in the contract the buyer may (not shall) elect either to buy-in or to cancel the contract, and shall notify the seller by wire that unless he (the buyer) be in receipt of notice by wire, within 24 hours, advising that shipment will be completed within 48 hours, he (the buyer) will at the expiration of said 24 hours at once proceed to buy-in, or to cancel said contract, and to render a statement to the seller for all loss incurred."

This rule makes it incumbent on the seller to notify buyer of his inability to ship within contract time. This seller failed so to do. The rule clearly states that failure of seller to notify buyer as above outlined keeps a contract alive until in some way settled. The rule says "Buyer may elect to buy-in or cancel." It is not obligatory on him to do so until he receives from the seller proper notice of default in shipment. In the meantime the contract is in full force.

Explanations Lacking.—Shipments on contract in question were to begin on Jan. 15 and continue at intervals until completed, not later than Jan. 31. Evidence does not show during this time and further up to

Feb. 7 that defendant communicated in any way with plaintiff, nor did he offer any explanation as to why shipments were not made, nor did he ask for an extension or settlement. His silence is regarded as sufficient justification of the buying-in or cancellation proposed by plaintiff.

Contract was in effect on Feb. 7. The plaintiff wired defendant that he was buying-in the oats at 51½¢, which was the market price at Norfolk at that time. The defendant did not offer to ship, but proposed a basis for settlement 1½¢ below plaintiff's figures, and below the market value as shown by submitted evidence.

The fact that plaintiff did not minutely follow the trade rules does not deprive him of his rights. It is not shown that defendant proceeded in accordance with the rule or custom governing such cases.

The evidence warrants the conclusion that the claim of plaintiff for the amount of \$125 (being 2¢ per bu. on 6,250 bus. oats) is reasonable, and that this amount is due him from defendant. Judgment is hereby rendered in favor of the plaintiff for the sum of \$125. Costs of arbitration to be paid by defendant.

CHAS. C. MILES,
E. M. WASMUTH,
E. A. GRUBBS,
Committee.

POINTS MADE IN ARBITRATION DECISIONS.

In the arbitration case of the Early Grain & Elevator Co. against D. J. Donohoe the Tri-State Appeals Board decided that the shipper could not be required to pay for cleaning and loss in weight of a car of corn unless he agreed to do so.

In E. R. & D. C. Kolp v. Lamont Alfalfa Milling Co. the Tri-State Appeals Board decided that neither party had conducted the transaction according to the rules of the Oklahoma Grain Dealers Ass'n, and accordingly divided the costs, allowing each party part of his claim on different cars of meal.

In Hobart Mill & Elevator Co. v. J. H. Pruitt Grain Co., the Tri-State Appeals Board reversed the decision of the Oklahoma Arbitration Board, giving plaintiff judgment with costs on account of a sale of two cars of wheat by 'phone, evidence proving the contention by Hobart Mill & Elevator Co. that the sale was subject to willingness of E. R. & D. C. Kolp of whom they had the wheat bot, to fill the order.

In J. H. Pruitt Grain Co. v. Dorsey Grain Co. involving June shipment of wheat the evidence was that the car was shipped June 30, the defendant claimed to have information that the car was not shipped until July 3. As defendant wired July 21 "Your unreasonable delay in furnishing lading justifies refusing, but if wheat not damaged will accept. Better wire bank hold draft without protest" the arbitration committee of the Texas Grain Dealers Ass'n found for plaintiff, the proposition being dependent only on safe delivery from the storm then raging at Galveston.

In Lamb & Hollingsworth v. Andrews & Ranson Co. the arbitration committee of the Texas Grain Dealers Ass'n decided that when the confirmations all specified red oats defendant could not fill the contract by shipping mixed oats or western oats.

In Barrett Elevator Co. v. Bassett Grain Co. the arbitration committee of the Grain Dealers National Ass'n found decisive evidence lacking, and approved the award by the Indiana Grain Dealers Ass'n Arbitration Committee giving plaintiff judgment on merits, as no contract for the sale of the 5000 bus. of corn ever existed, plaintiff having refused to confirm at the price alleged by defendant.

Exports of Canadian Grain in Bond.

Canadian wheat in transit to foreign countries was received and shipped from American ports on the Atlantic seaboard during the 7 months prior to Feb. 1, 1911, as follows: Baltimore, 859,508 bus.; Boston, 2,262,268 bus.; New York, 5,159,643 bus.; Philadelphia, 1,796,383 bus.; Portland, Me., 1,258,866 bus.

A summary of the grain that passed thru these ports last year in transit from Canada to foreign countries shows that there was 137,427 bus. of barley, 166,205 of buckwheat, 1,745,145 of oats; and 11,736,668 of wheat, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Ellis Drier Co.

The Standard

of kiln-dried corn created by the Ellis Method of drying is SUPERIOR because it complies with the highest standard of excellence. The natural color is retained, the breakage is too small to be counted, and of greatest importance it is dried absolutely even.

This is why Ellis Dried Corn demands a premium and is sold under the name of Ellis Dried Corn.

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Patents Granted

Wagon Scale Attachment. No. 987,587. (See cut.) Willard D. McClelland, Troy, Kan. Along the edges of the platform are gates carried by brackets, the gate supports being connected by rods for simultaneous opening or closing.

Conveyor Channel. No. 988,644. (See cut.) Hermann Marcus, Cologne, Germany. Trough-like sections are detachably mounted in a frame, which is given a reciprocating motion, throwing the material thru openings from one section to the next.

Seed Corn Hanger. No. 988,468. (See cut.) John H. Harth, Ambia, Ind. Impaling pins are mounted on a bar against which bear plates clamped together by bolts, each pair of plates having their ends spaced to contain supporting hooks pivotally mounted upon the upper clamp bolts.

Bag Holder. No. 988,097. (See cut.) Esler B. Heyd, Garrettville, O. A bag holder comprising a bracket having forwardly projecting arms, a bail and a spring wire loop to engage the bail and hold the bag thereon having its extremities projected through the extremities of the bail and the base of the arms and locked against the inside of the arms and a rod projected through the front of the arm and constituting a rest for the bail.

Wheat Separating Machine. No. 987,460. (See cut.) Nicholas L. Heldman, Carmi, Ill. A separating chamber having a screened top wall and one of its end walls perforated, a blast trumpet connected to the end wall and surrounding the perforations, and a blower communicating with the blast trumpet, means for shaking the separating chamber and a hood mounted above the screen of the separating chamber and provided with a suction device.

Grain Drier. No. 988,671. (See cut.) Gray Staunton, Evanston, Ill. The cylindrical receptacle has tapering top and bottom portions, the top portion having in one of its sides a material supply opening and in the other a drying medium exhaust opening. Similar openings are provided in the bottom. Means are provided for supplying drying medium to the receptacle whereby the material receives a draft of substantially uniform crosssectional stress thruout the receptacle.

Grain Purifier. No. 988,765. (See cut.) Chas. W. Franklin, Leipsic, O. An elongated

gated vertical box contains a series of angular screens placed in zigzag relation one above the other, to cause a flow of grain downward in alternately opposite directions. Up one side of the grain box extends a fresh air box, and up the opposite side a foul air box, the inner walls of the foul air and fresh air boxes being provided with openings to admit fresh air to the grain box and to permit the escape of foul air. Deflector plates direct the air diagonally across the grain box.

Apparatus for Drying Grain. No. 987,837. (See cut.) Gray Staunton, Chicago, Ill. An apparatus comprising an upright airtight vessel having grain inlet and outlet ports at its upper and lower ends respectively and covers for hermetically sealing the ports, an air heater, a perforated distributor in the lower end of the vessel, a pipe connection between the air heater and the distributor, a valve in the pipe connection, a vacuum pump, a pipe connection between the upper end of the vessel and the pump, a valve in the connection and vent valve connected to the upper end of the vessel.

IGNITION TROUBLES.

One of the most annoying of the troubles connected with the gasoline engine is that of ignition. To secure proper ignition means much to the operator, and could be secured were he to give more time to the reasoning out of the troubles and less to the constant changing of the adjustments. This holds good in almost all cases, and should be thoroly impressed upon those whose acquaintance with a gasoline engine has not been of long duration.

Suppose that on turning the flywheel one gets no response. Upon turning it again, it will be noticed that there is no "buzz" from the coils. The thing to do is to look carefully over the primary circuit. The chances are that there will be found, either in the battery wires, coil connection or ground wire, a wire that has become loosened or broken. Sometimes it is necessary to follow a wire all the way thru before the break is found. When located it should be spliced and well wound with tape. The engine will now answer to the spark.

Supposing that, upon advancing the spark and retarding the throttle, it is noticed that the engine misses. We test the carbureter by a little adjustment without effect. Then see that the two platinum points are evenly placed and that the adjustment is not too stiff. Should these be found all right, leave them that way and pass on to the timer. See that the revolving point makes a good contact with the terminal. This can be determined by turning the flywheel over until a "buzz" from the corresponding coil shows it to be on firing center. If there is no "buzz," the contact in the timer is not good. Should a "buzz" result from the insertion of a knife between the revolving point and the terminal, it will show that the trouble has been located and can easily be adjusted. Means for adjustment are provided either on the revolving point or the terminal for the express purpose of providing for the wear on these points, and they can be adjusted so as to provide a good contact without unnecessary wear, even when the motor is being run at a high speed.

A weekly price bulletin will be published by the International Institute of Agriculture, Rome, Italy, for each staple crop, together with the single numerical figures representing the world's crop of that staple, giving a bird's eye view of the relation between supply and demand.

A DREAM.

BY BERT BALL.

It is my dream to see a grain business without quarrels or misunderstandings. There is no reason why every man connected with the grain business should not work under the same rules, in the making of which he has had a voice. Cheating never thrives, nor can any community or set of men keep an advantage over the rest of the world long. The time will come when the grain men of the United States will be united in brotherhood and stand together for proper legislation and square dealing.

The lumbermen of the country have such an organization, known as the Hoo-Hoo's, which takes in every lumberman, great or small, and guarantees him a right to live, and prevents him from taking an unfair advantage of any other brother.

The Grain Club of St. Louis has already organized, and the ritual is complete, a new grain men's order called "Kernels of Golden Grain, of the Temple of Ceres." The whole theme is founded upon Greek mythology and the festival of Demeter, who was the Mother of the Earth and the Goddess of the Harvest. Triptolemus is the Audibus Maximus, or the big noise, and is assisted by Liber, the Commander of all the Forces of Nature, and Oracle, the Foreteller of Events, who gives tips on Futures.

The music is furnished by Orpheus, assisted by the Weather Bureau, consisting of four kinds of Breezes.

Kronos, the Ancient One, is Time Keeper and pulls off the events. Bacchus assisted by Bizziskus, Keeper of the Snakes, and Poo-Poo-Wottel-Pop, Dispenser of the Brytos, have charge of the refreshments while Charon and Erebus act as discouragers of hesitancy.

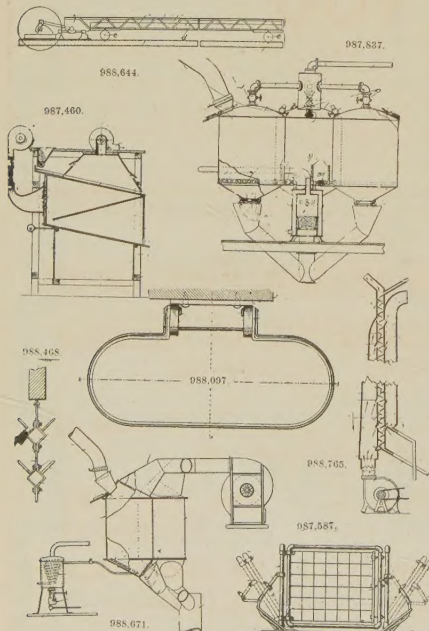
There are three degrees; Preparing the Soil, Sowing the Seed, and Reaping the Harvest. The Ceremonial orgies consist of the Festival of the Harvest Purification of the Pig, Clashing of Taurus and Ursus and many other orgies which are included under the Mysteries of the Skir-riforia.

With the Democratic majority in the House, it is a question whether legislation will be confined to Canadian reciprocity. The probability is that it will not and that, if not, the reciprocity bill as a whole will also be doomed to defeat. With a lot of amendments it will probably be passed in the Democratic House and, on account of these amendments, be defeated in the Republican Senate. It is a puzzling situation and even the leaders among the politicians admit that it is extremely difficult to guess what the 62nd Congress will do.—Somers, Jones & Co.

Books Received

KANSAS BIENNIAL REPORT of the state board of agriculture is very complete in its county statistics of all crops for 1909 and 1910, and contains a description of grain insects and much matter of general interest to farmers. The volume reflects great credit on its compiler, F. D. Coburn, sec'y. Illustrated; 1080 pages. Kansas State Board of Agriculture, Topeka, Kan.

GRAIN INVESTIGATIONS.—A summary of the work of the South Dakota Agricultural Exp. Sta. in co-operation with the U. S. Dept. of Agriculture, for the improvement of the grain crops, has been prepared by Clifford Willis and Manley Champlin. The results of experiments with oats, barley, millet, corn, flaxseed, grain sorghums, emmer, bluestem, fife and durum wheat have been described and tabulated in the 36-page Bulletin No. 124 of the S. Dak. Exp. Sta., Highmore, S. D.



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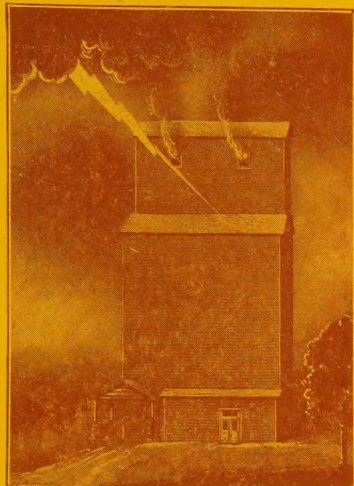
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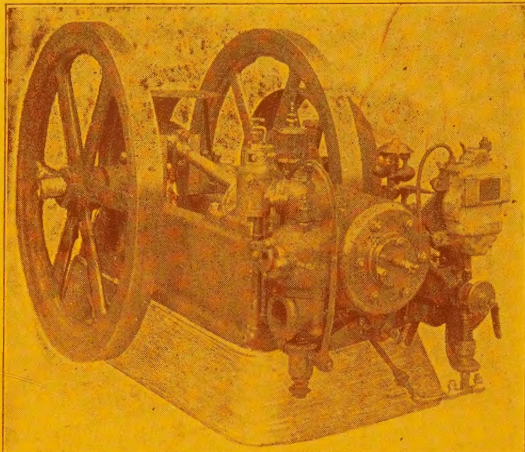
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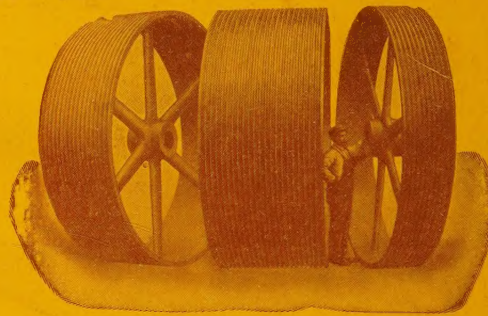
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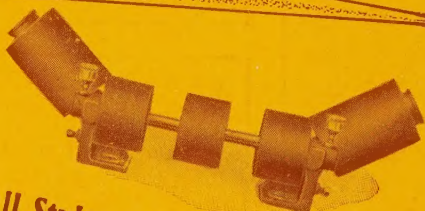
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